

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 75.—VOL. IV.]

LONDON: SATURDAY, JANUARY 28, 1837.

[PRICE 6D.]

WILLIAM TRENER, JUN., Mining and Railway Share Agent. London, has the pleasure to inform his Cornish Friends, in particular, his Metropolitan Connection, generally, that he has embarked on a very large scale in the above line. Being a native of Redruth, Cornwall, he has for years had the opportunity of having made himself acquainted with most of the lines in the County; and has very recently visited the majority of them, from circumstances he is capable of imparting every necessary information relative to the same. He begs, also, to state that he has always at his disposal, for negotiation, connected with all the various Cornish and Devon Mines, as well as those of different Railway Companies.

—W. T. has it always in his power to enter into engagements with the most Mining Captains for the Inspection of Mines. A very extensive assortment of Specimens of the various Cornish and Devon Mines may be seen at the No. 59, Threadneedle-street.

Agency hours, from Nine A.M. to Five P.M.

WANTED, A STEAM-ENGINE of from THIRTY to THIRTY-SIX INCH CYLINDER, either New or Second-hand, and if possible, &c. can be had with it, the more desirable. Communications, with particulars as to Price, &c., to be addressed to Mr. Henry English, 37, New-street, London.

ALLIANCE GAS COMPANY, 39, Finsbury-circus, London.—The Directors give notice, that a FOURTH CALL of ONE POUND per share is required to be paid, on or before the 12th day of March next, at the bank of Messrs. Leadenhall, King's-croft, and Company, Bank-buildings, London, and to the provisions of the deed of settlement.

By order of the Board of Directors.

12, 1837. ARTHUR SPEAR.

BRITISH COPPER MINING COMPANY.—At a Special General Meeting of the Shareholders in this Company, held this day at the George and Vulture Tavern, the following resolution was unanimously adopted:—That a Call of Five Shillings per share be this day made, payable at the office of the Company.

Directors also hereby give notice, that in virtue of the powers vested in them they will declare all shares on which the Sixth Instalment of Five Shillings are, due on the 1st December, 1836, remains unpaid on the 20th February ABSOLUTELY FORFEITED.

By order of the Board,

Lombard-street Chambers, Jan. 20. NATH. MIDWINTER, Secretary.

BRITISH TIN MINING COMPANY.—This is to give notice, that unless the Fourth Instalment of Five Shillings per Share (which became due on the 10th instant) be paid at the Office of the Company, on or before the 31st day, the Directors will exercise the power vested in them to declare absolutely FORFEITED, all Shares then in arrear.

By order of the Directors,

Adam's-court, Broad-street, Jan. 18. JOHN SANDERS, Secretary.

BRITISH ANNUITY COMPANY.—A HALF-YEARLY GENERAL MEETING of the proprietors will be held at the office, No. 28, Broad-street, on Thursday, the 2d day of February next, at Twelve for One o'clock.

JAMES MITCHELL, Sec.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—Directors hereby give notice, that a CALL of ONE POUND per share is made the shareholders of this Company, to be paid to Sir J. W. Lubbock, Bart., and Bankers, London; or to Messrs. Williams and Co., Bankers, Truro, on or before the 10th day of February next, and all shares on which the said Call is not within twenty-one days after that date, will become forfeited, agreeable to the agreement on the back of the scrip.

Austin-friars, Jan. 9. HENRY TRIBE, Secretary.

CANDONGA MINING ASSOCIATION.—A HALF-YEARLY GENERAL MEETING of the Proprietors of the Candonga Mining Association will be held on Monday, the 30th of this present month, at the Office of Association, in King William-street, in the City of London, at One o'clock in the afternoon precisely, in conformity with the provisions of the Deed of Settlement, to receive a Report from the Directors of the state of the affairs of the Association to the 31st of December last. The Deed of Settlement of the Association approved and executed by the Directors, and lies at the office for the signature of shareholders, who are requested to leave their Scrip Notes at the time of signing the Deed, that Certificates for a corresponding number of shares may be issued and delivered in exchange for them.

The Deed of Settlement contains the following clause:—"No Proprietor shall be entitled to vote in any manner connected with the business of the Company, or to receive any dividends, interest, profit, or bonus, or to exercise any right in respect of his share he may hold, or to transfer the same, unless he shall previously have the amount of every Call made on him or her, and shall have executed this Deed of Settlement."

By order of the Board of Directors,

Office of the Candonga Mining Association, William-street, corner of Nicholas lane, January 9. G. H. HEPPEL, Secretary.

EAST CORNWALL SILVER MINING COMPANY.—Notice is hereby given, that the shares on which the instalments shall remain unpaid for twenty-one days from the date hereof will be declared FORFEITED. The Shareholders are accordingly requested to pay the said instalments to the Bankers, Messrs. Bosanquet and Co., 73, Lombard-street; and to bring the Certificates with the Bankers' receipts to the office of the Company, that the same may be certified thereon.

By order of the Managers,

Lombard-street, Old Broad-street, Jan. 28. HENRY THOMAS, Secretary.

WINEAR MINING COMPANY.—The Directors hereby give Notice, that in consequence of the Steam Engine now in progress of erection on the Mine, it has become necessary to make a CALL on the Proprietors of TWO POUNDS per Share; and they, therefore, do make such Call, to be paid to Messrs. Barnett, Hoare, and Co., Lombard-street, on or before the 31st inst.

Great St. Helens, Jan. 24.

AYLE RAILWAY COMPANY.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of the Railway Company will be held at the offices of the Company, Rectory House, in Wall, London, on Tuesday, the 28th day of February next, at One o'clock in the afternoon, in accordance with the provisions of the Act of Parliament.

By order of the Board of Directors,

Rectory House, London-wall, Jan. 23. R. H. PIKE, Clerk of the Company.

AYLE RAILWAY COMPANY.—The Directors of the Ayle Railway Company hereby give notice, that at a Board held at their Rectory House, London-wall, on Monday, the 23d day of January instant, a CALL of TEN POUNDS per share was made, payable by two Instalments, Five Pounds on or before the 1st day of March, and the remaining Five on or before the 3d day of April next, to Messrs. Ransom and Co., the Bankers of the Company, 1, Pall Mall East, London.

R. H. PIKE, Clerk of the Company.

ELLEWERIS CONSOLS MINING COMPANY.—The Directors of this Company, finding it absolutely necessary that powerful stamps should be erected at these mines, have this day made a CALL of FIVE SHILLINGS per share, to be paid to Sir J. W. Lubbock, Bart., and Co., on or before the 18th day of February next, and all shares on which the said call is not within twenty-one days after that date, will become forfeited according to the agreement on the scrip.

Austin-friars, Jan. 17. H. TRIBE, Sec.

ORTH CONSOLIDATED COPPER MINING COMPANY.—The Directors hereby give notice, that if the Second Instalment of Ten Shillings per share, fixed at the Special General Meeting of the scrip, held on the 21st of November last, and which became due on the 21st inst., paid at the Company's office on or before the 15th of February next, a Special General Meeting will be immediately convened, for the consideration of determining the same.

By order of the Managers,

Lombard-street Chambers, Jan. 26. W. MILLS MIDWINTER, Secretary.

NOLES GOLD MINING ASSOCIATION.—Notice is hereby given, that an adjourned Special General Meeting of the Proprietors held at the North and South American Coffee-house, on Thursday, the 9th February next, at Two o'clock precisely, and which call is not within twenty-one days after that date, will become forfeited according to the agreement on the scrip. It is necessary that the Shareholders attending the meeting should present their Certificates, as those Proprietors only on whose shares the whole of the new Broad-street, Jan. 24. GEORGE MORGAN, Secretary.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This fuze affords the safest, cheapest, and most expeditious mode of effecting a hazardous operation. From many testimonies to its usefulness with the Manufacturers have been favoured from every part of the kingdom, the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. is very glad to hear that my recommendations have been of any service to you. I have been given from a thorough conviction of the great usefulness of my Fuze; and I am quite willing that you should employ my name as evidence of this.

Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVEY, Cornwall.

REDRUTH UNITED TIN AND COPPER MINING ASSOCIATION.

The ANNUAL GENERAL MEETING of the Shareholders will be held at the George and Vulture Tavern, Cornhill, on Wednesday, the 1st of February next, at One o'clock precisely, when a STATEMENT of the affairs of the Association will be submitted. This meeting is made Special, for the purpose of taking into consideration the expediency of a further CALL.

W. MILLS MIDWINTER, Secretary.

Lombard-street Chambers, Jan. 18.

REDMOOR CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the shares on which the Instalments shall remain unpaid for Twenty-one days from the date hereof, will be declared FORFEITED. The Shareholders are accordingly requested to pay the said Instalments to the Company's Bankers, Messrs. Bosanquet and Co., 73, Lombard-street, and to bring the Scrip Certificates, with the Bankers' Receipts, to the office of the Company, that the payment may be certified thereon.

By order of the Managers,

1, Cushion-court, Old Broad-street, Jan. 28. HENRY THOMAS, Sec.

ROYAL IRISH MINING COMPANY.—Notice is hereby given, that after the 18th inst. the registered holders of shares will be paid a DIVIDEND of the Capital Stock of the Company, amounting to ONE POUND THREE SHILLINGS per share (as ordered at the late General Meeting of proprietors, held on the 12th inst., at the Company's office, No. 8, Talbot-street, Dublin), on Mondays and Thursdays, between the hours of twelve and two o'clock, until further notice.

By order,

Jan. 13, 1837. J. ROBINSON, Secretary.

WHEAL LENOY (NORTH HILL) SILVER, LEAD, COPPER, AND GENERAL MINING COMPANY.—The Directors of the above mentioned Company do hereby give Notice, that a SIXTH CALL of TWO SHILLINGS and SIXPENCE on each share be paid to their Secretary, Mr. Richard Kingston Frost, of Launceston, on the 3d day of March next, and if default be made in payment thereof on that day, or within thirty days thereafter, the shares will be forfeited to the Company.

Launceston, Jan. 13.

WEST CORNWALL MINES INVESTMENT COMPANY.—The Directors, in pursuance of the powers vested in them by the rules and regulations of this Company, hereby give notice that a CALL of ONE POUND per share has been this day declared, and Shareholders are requested to pay the same to Messrs. Glyn and Co., Lombard-street, London; Messrs. Vivian, Boscawen, and Co., Helston; the Western District Banking Company, Truro; and at Messrs. Hodge, and Norman, Devonport, on or before the 18th day of February next. The Bankers' receipts, together with the Share Certificates, to be brought to the respective Offices of the Company, No. 12, George-yard, Lombard-street, London; and Pydar-street, Truro, that the payments may be duly certified.

Jan. 18. G. D. KEOGH, Secretary.

WEST CORK MINING COMPANY.—The Committee of Shareholders appointed at the Meeting of the 19th of November last, deem it their duty to CAUTION the Public against TAKING, for the present, any SHARES in the NEW CAPITAL of this Company, inasmuch as the suit instituted in the High Court of Chancery by William Revell Vigers and John Eam Timins, Esquires, against Lord Audley and Joseph Pike, and others, Directors of this Company, operates as a *lis pendens* to affect with notice all persons taking such new shares.

On behalf of the Committee,

London, Dec. 10. (Signed) H. PATRICK.

WHEAL SISTERS MINING COMPANY.—The Directors of the above Company hereby give Notice, that a SPECIAL GENERAL MEETING of the Shareholders will be held on Wednesday, 8th February, at the White Hart, Bishopsgate, at One o'clock precisely, the purpose of which may be known at the office of the Company.

26, New Broad-street, Jan. 18.

WHEAL BROTHERS MINING COMPANY.—At a Special General Meeting of the Shareholders, held on the 27th of December last, a CALL of ONE POUND per share having been agreed upon, the Directors have accordingly ordered the same to be paid at the Banking-house of Messrs. Vere, Sapte, Banbury, Muspratt, and Co., on or before the 6th of February next; and it being indispensable that the Mine should be forthwith put into active working, the Directors beg to call the attention of the Shareholders to the immediate payment of this CALL, it being their intention to declare those shares FORFEITED on which the call is not duly paid.

26, New Broad-street, Jan. 4.

ZACATECAS MINING COMPANY.—The payment of the Instalment of Two Pounds Ten Shillings per share, which, according to the terms of the Prospectus, would become due on the 1st of February, is for the present postponed.

5, Broad-street-buildings, Jan. 21. J. FARRELL, Sec.

WHEAL SISTERS MINING COMPANY.—At an adjourned Special General Meeting of the Shareholders in this Company, held pursuant to advertisement, at the White Hart Tavern, Bishopsgate-street, on Wednesday, the 18th inst., J. F. HARRISON, Esq., in the Chair, the following resolutions were agreed to unanimously:—

Moved by Mr. Read, and seconded by Mr. Smith, That the Report of the Committee be received.

Moved by Mr. Hand, and seconded by Mr. Price, That it is the opinion of this meeting, at the suggestion of the Directors, at the last meeting, that the management of this Company be placed in the hands of Directors unconnected with Wheal Sisters Mining Company, be adopted; and that the offer of resignation by the present directors be accepted, but that they be requested to continue to act until new Directors are appointed.

Moved by Mr. Hackett, and seconded by Mr. Smith, That the Committee be requested to continue their services until a new direction is formed, and that they do amend their Report, so far as may be practicable, from the production of vouchers and documents, to which reference is made in the Report this day presented, and to co-operate with the present Board of Directors in the management of the affairs of the Company.

Moved by Mr. English, and seconded by Mr. Devr, That this meeting duly appreciate the conduct of Mr. Malachy, in having consented to withdraw his claim of £190 for his services as agent to the Mine, and the sum of £42 for interest upon his advances upon the Mine.

Moved by Mr. Heathorn, and seconded by Mr. Harrison, That the thanks of this meeting be given to the Committee for their Report this day presented, and for the labour bestowed by them on the inquiry and investigation committed to them.

Moved by Mr. English, and seconded by Mr. Harrison, That the thanks of this meeting be given to the Chairman for his able and courteous conduct in the chair.

GREAT NORTH OF ENGLAND RAILWAY.—The Shareholders in the above undertaking are hereby informed that the Second Instalment of Two Pounds Ten Shillings per share, due on the 16th January, 1837, as previously advertised, may be paid at any of the following Banks, to the credit of James Backhouse, Esq., the Treasurer of the Company, viz.:—

London Messrs. Barclay and Co.
Liverpool Moss and Co.
Newcastle The York City and County Banking Company.
Sheffield, or Sunderland The Northumberland and Durham District Banking Company.
Durham
Darlington
Stockton
Thirsk Messrs. Backhouse and Co., or their Agents.
Northallerton
Bishop Auckland
Barnard Castle

Or may be remitted through any Country Banker to Messrs. Barclay and Co., London, to the credit of the Treasurer.

Those Shareholders who have not paid the First Instalment are requested to pay it at the same time, distinguishing the First Instalment from the Second.

The issue of sealed Certificates on shares registered previously to the 31st December, 1836, will commence on the 21st day of the present month.

Those Shareholders who have not already registered their shares, are requested to send the scrip without delay, either to the Company's Office, in Darlington, addressed to the Secretary, or to any of the following Brokers:—Foster and Braithwaite, 64, Old Broad-street, London; Isaac Miller, Liverpool; Messrs. Ridsdale, Leeds; Ralph Todd, York; Jonathan Dewry, Newcastle-on-Tyne, with the name, residence, and description of the Proprietor, written at full length, on the back of the scrip; sealed certificates will be duly returned to the same parties in exchange, immediately on their being registered.

By order,

Great North of England Railway Office, Darlington, Jan. 10. JOSEPH MILLER, Sec.

RAILROADS AND LOCOMOTION. On the 1st of Feb. will be published, price 4s. 6d.,

A PRACTICAL TREATISE ON RAILROADS AND LOCOMOTION. MOTIVE ENGINES, for the use of Engineers, Mechanics, and others; in which the mechanical construction of Edge, Tram, Suspension, and all other Railways, and the various Locomotive Carriages, designed for Rail and Common Roads, are described in Chronological Order, accompanied by an Analysis of the whole, including an explanation of every patent that has hitherto been granted in England for Improvements in the Mechanism of Locomotion. Illustrated by nearly Two Hundred and Fifty Engravings.

By LUKE HEBERT, Civil Engineer and Patent Agent, Editor of the Engineer's and Mechanic's Encyclopedia; the History of the Steam Engine; the Register of Arts, and Journal of Patent Inventions, &c.

London: Thomas Kelly, Paternoster-row; sold by Simpkin, Marshall, and Co.; and all Booksellers.

THE MINING REVIEW.

JOURNAL OF GEOLOGY, MINERALOGY, and METALLURGY.

Will be published on the 1st of February, 1837, price 3s. 6d.

The publication of the MINING JOURNAL has, from the nature of the papers which are inserted, and the success attending it, in some degree anticipated the MINING REVIEW, with reference to Mining Companies, as it furnishes weekly the correspondence from Mines, and the Reports of Public Meetings, while the numerous original articles on Geology and Mineralogy which it contains, have rendered it perfectly original and unique. From this circumstance, it will be apparent that the MINING REVIEW should undergo some change, among which, one that presents itself is that of Price, which will in future be reduced from 5s. to 3s. 6d., while the matter will be more select; a large portion of it comprehending, as heretofore, original papers, and the residue, extracts from the MINING JOURNAL, and from Foreign works, with tabular-matter, &c. The numbers will be accompanied by plates, illustrating the subjects treated on, and although the price be reduced, the articles will be of equal value with those in the preceding numbers.

The Contents of No. VIII. are the following:—

ORIGINAL COMMUNICATIONS: 1. On Metalliferous and Mineral Deposits.—2. Analysis of the Mexican Process of Amalgamation.—3. The Mineral Topography of Great Britain.—4. Geological Survey of the Carn Menellis District, Cornwall.—5. On Civil and Mining Engineering.—6. Schaufele's Hot-Air Furnace Feeder.—7. On the Occurrence of the Precious Metals in Great Britain.—8. Proposed Plan of a Geological Survey.—9. On Pumps used in Mines.—10. Visit to the Quicksilver Mines of Idria.—11. On the Auriferous Rocks of Virginia.—12. On the Ventilation of Mines.

MISCELLANEA: Geology.—Preservation of Cast-Iron Pipes.—Mechanical Power of Steam.—Iron.—Malachite.—Pary's Mountain.—Effect of Heat on Mineral Substances.—Exports of Metals.—Application of the Hot-Blast.—Steam-Engines.—Tin.—Gradual Rising of Land.—Surprising Escape of a Miner.—Density of the Earth.—Antediluvian.—Silver Mines.—Fossil Equisetia.—Gradual Elevation of parts of Sweden.—Blasting Rocks.—Palladium.—Masses of Meteoric Iron in Mexico.—Gold Mines in North Carolina.—Artesian Well.—Mineral Produce.—Artificial Feaspar.—Petroleum.—On the Occurrence of Metals in Rocks.—Tin Bonds.—Analysis of a Fossil Tree.—Diamond Matrix.—Importation of Coal.—On the Ventilation of Iron.—Unproductive Labour in Mines.—Occurrence of Bones in a Coal Mine.—Platina and Gold of the Uralian Mountains.—Triphymite, a new Mineral.—Diamonds in North America.—Hydroboracic, a new Mineral.—Coinage of Mexico, Peru, and Chili.—Coins and Medals.—Idocrase in the Isle of Syke.—On Assaying the Ores of Manganese.—Allanite of Greenland.—Antimonial Nickel.—Chistolite.—On the Proofs of a Gradual Rising of the Land.—Needle Ore.—Diamonds at Algiers.

SCIENTIFIC BONDS: Society of Arts.—Geological Society of London.—Geological Society of France.—Report of the Geological Reconnaissance of the State of Virginia.

NOTICES OF RECENT PUBLICATIONS: Memoirs of the Life of Sir H. Davy.—Report of the Royal Cornwall Polytechnic Society.—Geological Map of England and Wales.—Silliman's American Journal of Science and Arts.

APPENDIX: Abstract of Tin coined in Cornwall and Devon; and particulars of Copper Ores purchased by the Companies in Cornwall and Swansea.—Weekly Sales of Copper Ore at Tickenings in Cornwall.—Produce of each Copper Mine in Cornwall, with a Summary.—Workings of the various Mines in Cornwall, &c.

An Advertising Sheet will accompany the new series of the MINING REVIEW; it will be devoted to advertisements connected with Mining, Public Companies, Scientific Publications, &c., which will thus be widely circulated, and brought immediately under the notice of the parties interested in them.

London: Published by SIMPKIN and MARSHALL; and may be had of every bookseller in the United Kingdom.

THE MINING JOURNAL AND COMMERCIAL GAZETTE.

The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c., is published every Saturday, price Sixpence, and may be had of all newsvendors in town and country.

Office, 12, Gough-square, Fleet-street London.

LONDON AND GREENWICH RAILWAY.—The Company's CARRIAGES LEAVE their respective STATIONS every QUARTER of an HOUR, from Eight o'clock in the morning until Half-past Eight at night.

GEORGE WALTER, Managing Director.

N.B. Stabling is provided at the Deptford station for the convenience of travellers from the interior of the country, or from the neighbouring towns, who may wish to avail themselves of the Railway, and thereby save their horses 8 or 10 miles of road.

LONDON AND GREENWICH RAILWAY FARES:—

1st class carriages	1s. 0d.
2d class ditto	0 6
3d class ditto	0 3

Free Tickets (not transferable) may be had at the Company's offices, 26, Cornhill:—

1st class carriages	2s. 6d. per quarter.
2d class ditto	1 6
3d class ditto	0 8

Entrances—Duke-street, London-bridge, and High-street, Deptford.

J. F. AKERMAN, Secretary.

LONDON CEMETERY COMPANY.—At the First General Meeting of the Shareholders of this Company, held this day at the Company's Office, 64, Cornhill, the following Resolutions were unanimously passed:—

Resolved,—That the Report now read be received, and is hereby adopted by this Meeting, and is ordered to be recorded on the minutes, in conformity with the Act of Incorporation.

Resolved,—That the thanks of the Shareholders are justly due and are hereby presented to the Board of Directors, for their arduous and zealous exertions in the interests of the Company; for their having by extraordinary perseverance and uncompromising firmness obtained for this Company an Act of Incorporation, whereby they secured the privileges of establishing their Cemeteries in the best localities of the Metropolis, and on terms with regard to fees (to incumbents of parishes from which interments take place) four-fifths less than the Company who obtained an Act for one Cemetery, a few days previous to the London Cemetery Company, a prospective advantage to the Proprietors which this Meeting is desirous to record on the minutes, with the fact that every Director has given his aid gratuitously.

Resolved,—That the thanks of this Meeting are especially due to Richard Cuttill, Esq., the Managing Director, for the zeal, assiduity, and integrity he has shown in the promotion of the interests of the Company, and for his uniform courtesy to the Proprietors, and this Meeting cordially respond to the recommendation of the Board of Directors, and do hereby appoint Mr. Cuttill, Managing Director to the Company, subject to the arrangement made in the Directors' minute of 2d of Dec. Resolved,—That the thanks of the Shareholders are especially due, and are hereby presented to Thomas Hammond, Esq., and Captain W. H. Ladd, for the ability, assiduity, and efficiency with which they discharged the duties assigned to them as a Sub-Committee appointed by the Directors to watch the proceedings of the bill through Parliament, and to co-operate with the Solicitor in obtaining it.

Resolved,—That the thanks of this Meeting are justly due, and are hereby given, to Stephen Geary, Esq., the Founder of the London Cemetery Company, for the important services he has rendered in his official capacity as Architect to the Company.

Resolved,—That the thanks of this Meeting be given to Mr. William Nixon, the Solicitor of the Company, for the exertions used by him in the formation of the Company, and also for the zeal and ability displayed by him in preparing and procuring the Act of Incorporation, although an opposed one, in the short space of six weeks.

The Proprietors then proceeded to make the following appointments, viz.:—

Treasurers—Messrs. Roberts, Curtis, and Co., of Lombard-street.

Auditors—William Holder and Thomas Young, Esq.

Clerk of the Company—James Edward Nixon, Esq., Solicitor.

LONDON AND CROYDON RAILWAY.—At a Special General Meeting of the proprietors of the London and Croydon Railway Company, holden at the London Tavern, Bishopsgate-street, on Tuesday, the 24th day of January, JOHN MOXON, Esq., in the Chair, and a numerous body of proprietors, the following resolution was moved by Josiah Roberts, Esq., and seconded by W. M. Simonds, Esq., and carried by a show of hands, only seven being held up against the motion:—

"That this Meeting approves of the course adopted by the Board of Directors, in declining the proposal made to them on the 12th of December last, by the South-Eastern Railway Company, and at the same time declares its unshaken confidence that the Board of Directors will continue to make the interests of the Croydon Railway Company the object of their unremitting attention."

A poll having been demanded, there appeared, for the motion 237, against, 58; the Directors abstaining from voting.

The Directors have the satisfaction of informing the proprietors generally, that an assurance was given to the Meeting by a Director of the South-Eastern Railway Company, that their extended line from the Croydon Railway to the Obelisk had been withdrawn.

By order of the Directors,

1, Bank-buildings, R. S. YOUNG, Secretary.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT for the PRESERVATION of TIMBERS, CANVASS, and CORDAGE, from DRY-ROT and DECAY.

Constituted by Act of Parliament.

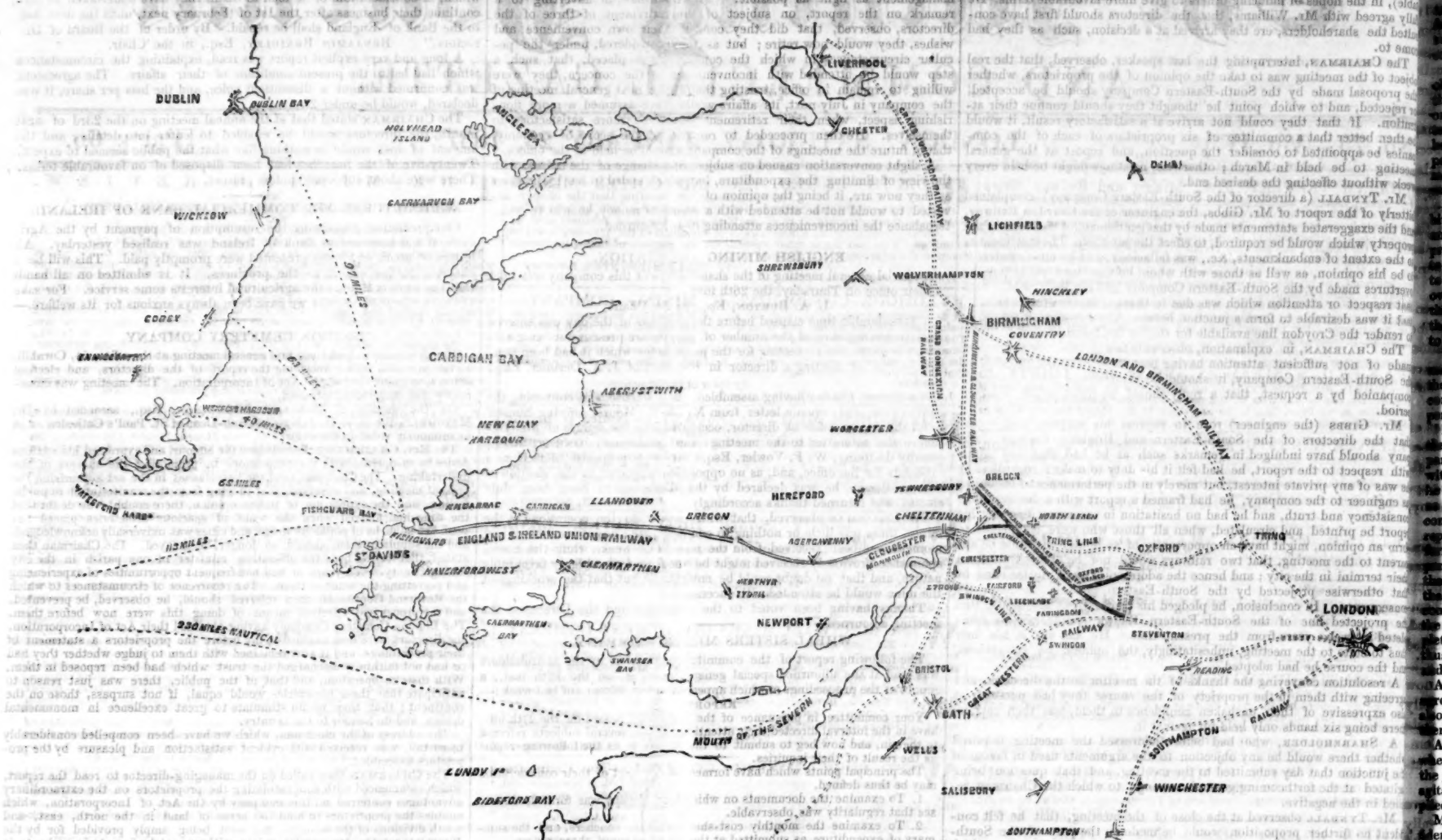
Notice is hereby given to the Shareholders of this Company, that the LAST INSTALMENT of FIVE POUNDS per SHARE becomes due on the 1st of February, 1837, and they are requested to pay the same into the Banking-house of Messrs. Vere, Sapte, and Co., Lombard-street, on or before that day. Shareholders are requested, to bring or send their present Certificates of Shares, with the Bankers' Receipts, to the provisions of the Act of Parliament, when new Certificates will be issued, previously to the General Meeting, which will take place on Wednesday the 1st March.

Interest, at the rate of 5l. per cent. per annum, will be charged on all Shares after the 1st February on which the Instalments are not then paid, and the holders of such Shares will not be entitled to receive any dividends, or vote at the General Meeting, until the instalments and interests are duly paid.

By Order of the Board,

2, Lime-street-square, Dec. 31, 1836. CHARLES TERRY, Secretary.

IRELAND, SOUTH WALES, GLOUCESTER, CHELTENHAM, AND LONDON JUNCTION RAILWAY.



Capital £750,000, in 15,000 Shares of £50 each. Deposit £2 per Share.

CHELTENHAM PROVISIONAL COMMITTEE.
 Thomas Howles, Esq., Milton Hall, Berk-
 shire.
 J. R. Barrett, Esq., Milnes House, Berk-
 shire.
 J. H. Elliott, Esq., Cheltenham.
 G. H. Elliott, Esq., Hurst Lodge, near
 Maidenhead, Berkshire, and Tenby,
 South Wales.
 Baynam Jones, Esq., Cheltenham.

ASSISTANT ENGINEERS.—Robert W. Coley, Esq.,
 Bankers.—Messrs. Denison and Co., 4, Lombard-street; Messrs. Wright and Co.,
 Henrietta-street, Covent-garden, London; the "County of Gloucester Bank,"
 Cheltenham, Gloucester, Cirencester, Tetbury, Burford, Faringdon, and Dursley.
 Solicitors.—Messrs. Sweet and Sutton, Basinghall-street, London; Messrs. Howard
 and Croft, Cheltenham; M. Joseph R. Mullings, Cirencester.

In presenting this undertaking to the public, the promoters have been actuated
 solely by a desire to afford the best communication between Cheltenham and London,
 to bring upon this line, without injury to Cheltenham, the traffic from Ireland,
 South Wales, Gloucester, and other districts in the West of England. It was for
 this reason that the above title was adopted.

This line commences at Badgeworth, two miles to the south-west of Cheltenham,
 and proceeds through Cheltenham towards the "Great Western Railway," with
 which it forms a junction near Stevenston.

There are two other projected lines of Railway between Cheltenham and London,
 viz. the "Swindon" Line, which runs by Gloucester and Swindon into the Great
 Western Railway at Swindon; and the "Tring" Line, which, after passing at a
 distance of two miles from Oxford, enters the London and Birmingham Railway at
 Tring, in Hertfordshire.

The promoters of the present undertaking would not have brought it before the
 public, had they not been fully convinced of its great superiority over the two other
 projected lines. They have caused a careful investigation to be made of the several
 proposed lines, and the result of that investigation shows that the
 "Ireland, South Wales, Gloucester, Cheltenham, and London Junction Railway,"
 is the shortest and most direct line between Gloucester, Cheltenham, and
 London.

It interferes with less private property;
 It requires only half the amount of capital necessary for the completion of the
 "Tring" Line;
 It joins the line which has been projected between Cheltenham and Gloucester,
 thereby connecting itself with the "England and Ireland Union Railway";
 It affords direct access to the centre of the "High-street" of Cheltenham, without
 impairing the beauty, or affecting the value, of any part of the town;
 It has fewer curves, and those of larger radii;
 It has better gradients, and can be worked with less power;
 The journey can be performed in less time, and with less expense to the public;
 It will require less annual expense for maintaining and working it.

The following Tables exhibit some of the advantages which the present undertak-
 ing (commonly known as the Stevenston Line) possesses over its competitors:—

DISTANCES.	Stevenston Line.	Swindon Line.	Tring Line.
	Miles. Chains.	Miles. Chains.	Miles. Chains.
London to Gloucester	103 20	113 22	107 60
" Cheltenham	98 45	110 59	99 51
" Stroud	113 20	101 52	118 52
" Tewkesbury	109 23	128 47	111 22
" Worcester	116 23	140 17	122 72
Oxford to Gloucester	49 4	70 14	49 79
" Cheltenham	42 30	76 51	41 70
GRADIENTS.	Stevenston Line.	Swindon Line.	Tring Line.
	Miles. Chains.	Miles. Chains.	Miles. Chains.
24 feet and under 25 feet in a mile	103 20	3	70
18 ditto 19 ditto	113 20	3	14
17 ditto 18 ditto	109 23	12	38
16 feet in a mile	2	62	45
15 feet and under 16	11	28	5
14 ditto 15 ditto	6	9	60
12 ditto 14 ditto	1	58	8
10 ditto 12 ditto	2	8	12
8 ditto 10 ditto	6	66	4
6 ditto 8 ditto	31	53	73
4 ditto 6 ditto	17	9	58
2 ditto 4 ditto	4	18	6
2 and under	10	39	5
Level	10	39	5
TUNNELS.	Stevenston Line.	Swindon Line.	Tring Line.
	Length in Yards.	Length in Yards.	Length in Yards.
Dowdeswell	620		
Sandywell	682		1012
Withington	610		425
Chalford		616	
Sapperton (curved)		2616	
Stanton, St. John			330
Tring			354
Cashbury			1540
Chalk Farm			924
	2118	3482	4585

N.B. There are two Inclined Planes upon the "Stevenston" Line, four upon the
 "Tring" Line, and one upon the "Swindon" Line.

The above tables are submitted to the Public as showing the superiority of the
 present line, and when, in addition, it is considered that the "Tring" Line will
 seriously injure a valuable and fashionable portion of the town of Cheltenham—
 and is strongly opposed by many influential landowners—that branches from the
 Stevenston Line to Worcester and Oxford have been surveyed, of which the neces-
 sary Parliamentary notices will be deposited before the 1st of March—and that the

former of these branches will afford to Worcester the most direct line to London,
 while the latter branch will place Oxford in immediate connexion with Cheltenham
 and Gloucester—the promoters confidently expect that this line will be looked
 upon as pre-eminently entitled to the approbation of the public, and the sanction
 of Parliament.

Applications for Shares to be made (in the form annexed to the Provisional
 Committee, at their Offices, No. 6, Broad-street Buildings, or No. 30, Parliament-
 street, London; to Messrs. Howard and Croft, Solicitors, Cheltenham; Mr. Joseph
 R. Mullings, Solicitor, Cirencester; Mr. Crowdy, Solicitor, Faringdon; Messrs.
 Morland and Godfrey, Solicitors, Abingdon; and Messrs. Whitcombe and Helps,
 Solicitors, Gloucester; and in addition to the banks above-named, deposits for Shares
 will also be received at the establishments of any of the following Bankers: the
 Gloucestershire Banking Company; the National Provincial Bank; and Messrs.
 Knapp, Abingdon.

FORM OF APPLICATION FOR SHARES.
 To the Provisional Committee of the "Ireland, South Wales, Gloucester, Cheltenham,
 and London Junction Railway."

Gentlemen,—I request to become a subscriber for shares in this under-
 taking, and agree to take such shares as shall be allotted to me, and to pay the
 deposit thereon, in conformity with the Prospectus, dated 10th January, 1867, and to
 execute the Parliamentary Contract and Subscribers' Agreement, when I shall be
 required so to do.
 I am, Gentlemen, &c.
 [The Christian and Surnames, with date and address, to be signed by the applicant.]
 London, Jan. 13.

PROCEEDINGS OF PUBLIC COMPANIES.

LONDON AND CROYDON RAILWAY.

A special general meeting of the proprietors of the London and Croydon
 Railway was held at the London Tavern, on Tuesday, Jan. 24th;
 JOHN MOXON, Esq., in the chair.

The advertisement convening the meeting having been read, the names
 of the parties who had signed the requisition were also read, at the
 request of a proprietor.

Mr. WILLIAMS stated he was a large proprietor, holding shares
 also in the South-Eastern and Brighton Railway; he thought it most ad-
 vantageous to the interests of this company to concur in the proposals
 offered to them by the S.-E. and Brighton Company, as it was his firm belief
 by so doing, that both companies would be most materially benefited:
 one of the consequences of which would be, that the shareholders of the
 London and Croydon Railway would not be called upon for any further
 advances until all the proprietors of the old shares had paid up their
 respective calls—the South-Eastern Company allowing them an interest of
 4 per cent. per annum on the paid-up capital; or, on the other hand, if
 they had no wish to embark in the undertaking, their deposits would be
 returned, with the advances made by them and interest thereon, until the
 balance should be paid.

The proposals of the directors of the South-Eastern to the directors of
 the London and Croydon Railway were then read, wherein they offered to
 take the London and Croydon shares at par, or, if the shareholders
 wished to retain their interest, they agreed then to allow them interest at
 4 per cent.; urging as a further inducement, the great increase of capital
 they would be possessed of, and the economy with which the undertaking
 might be carried on by the union of the two companies. The answer
 returned thereto was then read, stating that the directors of the Croydon
 Railway Company did not consider themselves justified in calling the
 shareholders together for that special purpose, nor to exchange shares
 that had 13s. paid on them for those which had only 2s. paid, neither did
 they consider the corporate seal of the company a sufficient pledge for the
 due reimbursement of the capital in twelve months.

The CHAIRMAN then stated, that one very strong motive which the
 directors of the South-Eastern Railway had in view, besides that of get-
 ting the London and Croydon line in their power, was, by so doing that
 they could materially retard the two rival Brighton lines, which circum-
 stance alone would naturally induce them to oppose it strenuously. He
 recommended to the shareholders that some decisive resolution on the
 subject should be come to, as to whether they would accept the proposals
 of the South-Eastern Company or not; as, unless such determination
 was arrived at, this meeting would be of no avail. He observed that the
 circumstance must not be lost sight of, that unless they (the London and
 Croydon holders) gave their full assent to the proposition of the South-
 Eastern shareholders, no power could make them part with their property.
 As an example, he might state, that when the London and Croydon Rail-
 way was being incorporated, they were told by legal friends, that unless
 the London and Croydon Canal Company thought fit to give their assent,
 the undertaking never could be accomplished, as it was utterly impossible
 to swap the right and privilege of any undertaking in such a manner;
 and further, taking into consideration the opinion of Sir William Follett,
 who had been consulted on the subject, he doubted whether the minority
 of shareholders (if it were put to the vote, and carried in the affirmative),
 would be bound by the majority, and whether the company would be jus-
 tified in suspending operations. The Chairman then stated, that a report
 had been drawn up by Mr. Gibbs, which, in his opinion, ought to be
 read, as the shareholders might then judge for themselves of the fairness
 or otherwise of the proposals submitted to the directors.

A PROPRIETOR complained of the course pursued by the directors,

observing, that there were not sufficient grounds, from what the chair-
 man had stated, to justify the rejection of the proposals. He thought the
 advantageous offers made by the South-Eastern holders were calculated
 to enhance the value of their property very much, and that the sub-
 ject ought in the first instance to have been brought before the shareholders
 and not first rejected by the directors, and then submitted to the pro-
 prietors for their consideration. He considered no benefit could arise
 from hearing an engineer's report, which could not convey sufficient in-
 formation, or furnish sufficient grounds to enable them to arrive at a
 conclusion.

The question was then put to the meeting whether the report should
 be read, which was carried in the affirmative.

The report of Mr. Gibbs remarked upon the immense embankment re-
 quired to effect the proposed junction, as well as on the very valuable property which must be necessarily cut through
 the vicinity of London, the vast quantity of ground required to embank
 the course of the line on a slope of twenty feet per mile, and giving it as his
 opinion that it would take at least twelve or fourteen years to accomplish
 the project. He strongly recommended the Croydon shareholders by
 means to enter into engagements of so great a magnitude. The report was
 on to state, that if the South-Eastern line was carried, it would interfere
 most materially with theirs, as it crossed the Croydon line to the north
 east of Forest-hill; and after going in the same line exactly with that
 the London and Croydon for a quarter of a mile, then left it. He there-
 put it to the shareholders, whether the more economical and more pro-
 ferable line should not be adopted.

Mr. GOLDSMID then addressed the meeting, stating, that having heard
 a most unfavourable report as regarded the South-Eastern line, he thought
 it his duty to say something in its favour. It was his opinion that Mr. Gibbs
 had influenced the directors as much as possible to reject the propos-
 als made by the South-Eastern Company, having made up that rejection
 in an invidious manner to injure their cause, and give it as bad a colour
 as he could. He was quite persuaded that the offer made them was most
 advantageous; they had offered to take the Croydon shares at par, and
 give them an interest of 4 per cent. on the balance, and that the seal of the
 company should be attached to the agreement as a pledge. He also ex-
 pressed his surprise that the directors had not called a meeting, of which the
 proprietors to deliberate on such important points, as the shareholders were
 when they gave the direction of their affairs to those gentlemen, and he
 intended that they should thus usurp all authority, and neglect to be in-
 formed of matters of so much importance as the present before the proprietors; and
 the same time, he did not wish to charge the directors with any sinister
 motive, being quite confident that in the course they had pursued, they
 had been misled by the engineer.

The CHAIRMAN, in reply to Mr. Goldsmid, observed, that however
 strong might be the language in which that gentleman indulged, or how
 ever cogent his reasoning in his own opinion, yet he begged to assure him
 that there were some gentlemen present who were determined to stand
 their right in Parliament, and not allow the South-Eastern Company to
 overturn their property, as would certainly be the case if the South-
 Eastern line crossed the Croydon line, as was proposed, at a five-foot
 elevation.

Mr. WILLIAMS said it was folly in the directors to talk thus, as the
 South-Eastern proprietors could have no object in view but that of pro-
 moting the welfare of the two companies, and nothing could be more
 pleasing to the directors than to see the Croydon line flourish. He
 endeavoured to point out the attention which should be directed
 the subject, and the impropriety of putting the question aside hastily
 considered that another meeting should be appointed to determine the
 question, and not to abandon the proposal because the directors thought
 to do so without any notice of such intention being previously given
 to the shareholders, he felt convinced that if they came to the terms
 proposed, the time of payment of the amount advanced, instead of two
 would not exceed three months.

A PROPRIETOR inquired what reliance could be placed on the South-
 Eastern Company carrying the project into effect, as without some
 beyond a mere assurance or pledge of their intentions, the proprie-
 might in the end lose their money; at the same time, he did not con-
 sider the present proposition was rejected, that the proprietors should
 not entertain any future one on more advantageous terms which might
 be made.

Mr. GOLDSMID again addressed the meeting, and observed that he
 it unjust for the directors to present to the meeting their report contain-
 their own views, to the prejudice of the South-Eastern Railway, whose
 or opinions of their engineers were not before the meeting. The opinion
 Sir Wm. Follett, referred to, he did not hold of any value, as it was
 known that a legal opinion was given on the particular statement laid
 counsel. It appeared to him that it would be most desirable for either
 the lines of railway to Brighton, to avail themselves of the Croydon
 but he considered the directors were putting it up to the highest bid
 and that they refused the present offer made (which he considered

able), in the hopes of inducing others to give more favourable terms. He fully agreed with Mr. Williams, that the directors should first have consulted the shareholders, ere they arrived at a decision, such as they had come to.

The CHAIRMAN, interrupting the last speaker, observed, that the real object of the meeting was to take the opinion of the proprietors, whether the proposal made by the South-Eastern Company should be accepted, or rejected, and to which point he thought they should confine their attention. If that they could not arrive at a satisfactory result, it would be then better that a committee of six proprietors of each of the companies be appointed to consider the question, and report at the general meeting to be held in March; otherwise, meetings might be held every week without effecting the desired end.

Mr. TYNDALL (a director of the South-Eastern Company) complained bitterly of the report of Mr. Gibbs, the engineer of the Croydon Railway, and the exaggerated statements made by that gentleman, of the value of the property which would be required, to effect the junction. The statement as to the extent of embankments, &c., was fallacious; and he must confess it to be his opinion, as well as those with whom he was associated, that the overtures made by the South-Eastern Company had not been treated with that respect or attention which was due to them. He was free to admit, that it was desirable to form a junction between the two companies, so as to render the Croydon line available for that of the South-Eastern.

The CHAIRMAN, in explanation, observed, that when complaint was made of not sufficient attention having been devoted to the proposal of the South-Eastern Company, it should be remembered that it was accompanied by a request, that a reply should be given within a stated period.

Mr. GIBBS (the engineer) rose to express his surprise and regret that the directors of the South-Eastern and Brighton Railway Company should have indulged in remarks such as he had that day heard, with respect to the report, he had felt it his duty to make; regardless as he was of any private interest, he had framed a report with a due regard to consistency and truth, and he had no hesitation in recommending that his report be printed and circulated, when all those who were competent to form an opinion, might have an opportunity of so doing. It must be apparent to the meeting, that two railways would not be allowed to form their termini in the city; and hence the adoption of the Croydon line or that otherwise projected by the South-Eastern, must be the necessary consequence. In conclusion, he pledged his professional experience, that the projected line of the South-Eastern Railway would not be completed in twelve years from the present time. He had felt it his duty to state to the meeting, unhesitatingly, the opinion he entertained, and the course he had adopted.

A resolution conveying the thanks of the meeting to the directors, and agreeing with them in the propriety of the course they had pursued, and also expressive of their unshaken confidence in them, was then carried, there being six hands only held up against it.

A SHAREHOLDER, who had before addressed the meeting, inquired whether there would be any objection to the arguments used in favour of the junction that day submitted to the meeting, and that question being agitated at the forthcoming general meeting; to which the Chairman replied in the negative.

Mr. TYNDALL observed at the close of the meeting, that he felt content no further proposition would be made on the part of the South-Eastern Company, although they would be ready to entertain any which might emanate from the Croydon directors.

The meeting then adjourned.

NORTH CONSOLS MINING COMPANY.

At a special general meeting of the shareholders of this company, held at the offices, Lombard-street chambers, on Wednesday, the 18th January, THOMAS ASHTON, jun., Esq., in the Chair.

The advertisement convening the meeting having been read, the CHAIRMAN proceeded to state to the meeting, that there were 16 shares unpaid upon, and that they had assembled to take the recommendation of the shareholders as to whether or not the shares in default should be forfeited without any further notice.

A SHAREHOLDER inquired whether the shares remained in the same position now as at the former meeting.

The CHAIRMAN stated they were; that the last instalment had not been paid upon 11 shares, and that on the other five, neither the last nor the previous instalment had been paid.

A SHAREHOLDER remarked, that he thought the advertisements respecting the forfeiture of shares ought to have been inserted in the *London Gazette*, and it was his opinion, that the forfeiture would not be legal unless the notice had been so advertised.

The CHAIRMAN stated, that the notice of forfeiture had been advertised some time past in the *Mining Journal* and other London papers, and that under such circumstances, he thought it unnecessary to insert it in the *Gazette*.

Mr. H. DECASTRO asked if those shares that were unpaid upon belonged to the London shareholders or the country.

Mr. ASHTON said he thought they belonged to town shareholders, but was impossible to tell exactly who were the proprietors, for the payments being made to the bankers, the particular numbers of the shares paid were not taken account of.

Mr. DECASTRO observed, that for the future this omission would be remedied, for the instalments would be paid at the office, and the clerk would note the numbers of the shares paid upon, which would enable them to know what shares were in default; he recommended to the meeting, that an advertisement should appear in the *London Gazette* and *Mining Journal*, with notice of the forfeiture of shares, and that unless they were paid upon within fourteen days they would be forfeited; he recommended the shareholders in future to pay the call on their shares immediately on its being made, to prevent the same unpleasant occurrences, &c. He concluded, by assuring the meeting that all possible regard to economy had been kept in view in the operations of the company.

Mr. WILKINSON then moved, that notice be inserted in the *London Gazette* and *Mining Journal*, that unless the first instalment of 10s. per share were paid at the special general meeting of proprietors, held on the 21st of February next, or before 6th February next, shall be absolutely forfeited, which motion was carried unanimously.

A SHAREHOLDER inquired whether the materials had been disposed of, as had been previously mentioned, in order to assist the operations at a five-acre mine.

The CHAIRMAN answered, that they had not up to the present time been disposed of, as the price now was far inferior to that which might have been obtained some time since. He thought it would be better to wait to hurry the sale, as, in his opinion, the value of the materials, and the present calls, would be sufficient to work the mine.

Thanks having been voted to the Chairman, the meeting adjourned.

UNITED MEXICAN MINING ASSOCIATION.

At a half-yearly general meeting of the proprietors of this association, held at the London Tavern, Bishopsgate-street, on Wednesday, the 25th January, J. EASTHOPE, Esq., in the Chair.

The advertisement convening the meeting having been read, the minutes of the last meeting were also submitted, and approved; report and accounts were then read, the insertion of which we are compelled to defer till our next.

A SHAREHOLDER inquired whether Mr. Pakenham, the British minister, would remain for any, or what length of time at Mexico, so as to protect the interests of the proprietors there: to which a reply was given by the Chairman, to the effect that in a short time it was expected that gentleman would leave, and that the Charge d'Affaires who might be appointed to take his place, and in so doing, would protect the company's interests in that country.

Upon its being moved that the report be received and adopted, the Chairman inquired whether any shareholder present wished for information which it might be in the power of the directors to afford. The correspondence from the mines having been at all times submitted to the use of the proprietors immediately on its receipt, they might be considered as possessing equal information to that which the directors had opportunity of acquiring. On the subject of expenditure, the strictest economy had been observed by the directors, who had resigned their salaries, and every step had been taken to render the charges of

management as light as possible. The Chairman, in advertising to a remark on the report, on subject of the retirement of three of the directors, observed, that did they consult their own convenience and wishes, they would now retire; but as they considered, under the peculiar circumstances in which the company was placed, that such a step would be attended with inconvenience to the concern, they were willing to remain in office, trusting that at the next general meeting of the company in July next, its affairs would have assumed a more flourishing aspect, when their retirement would be more satisfactory to themselves. He then proceeded to remark, on the score of economy, that in future the meetings of the company should be held at the offices.

A slight conversation ensued on subject of a change of the offices, with the view of limiting the expenditure, but which ended in leaving matters as they now are, it being the opinion of the meeting that the change adverted to would not be attended with a saving of money; such as to counterbalance the inconveniences attending it—Adjourned.

ENGLISH MINING ASSOCIATION.

A special general meeting of the shareholders of this company was held at their office on Thursday, the 26th inst., L. A. BURTON, Esq., in the Chair.

A considerable time elapsed before the business of the day was entered upon, in consequence of the number of proprietors present not being sufficient to constitute a meeting for the purpose for which it had been convened—that of electing a director in the room of J. A. Derimer, Esq., deceased.

A sufficient number having assembled, the advertisement convening the meeting was read, when a letter from Mr. J. R. Moore, offering himself to fill the vacant office of director, occasioned by the demise of Mr. Derimer, was submitted to the meeting: that gentleman, however, subsequently declining, W. F. Vowler, Esq. thereupon proposed himself as a candidate for the office, and, as no opposition appeared to the election of that gentleman, he was declared by the Chairman to have been duly elected, and returned thanks accordingly.

The CHAIRMAN observed, that with respect to the operations at the mines, there was little or nothing to communicate; no information of any moment had been received from the mine this week, while the correspondence previously received might be considered of a highly favourable nature, and that no doubt could be entertained but that the workings of the mine would be attended with success.

Thanks having been voted to the Chairman and the Directors, the meeting adjourned.

WHEAL SISTERS MINING COMPANY.

The following report of the committee appointed by the shareholders was read at the adjourned special general meeting, on the 18th inst., a report of the proceedings at which appeared in our columns of last week:—

REPORT.

Your committee, in pursuance of the resolution passed on the 27th ult., have in the interval directed their attention to the several subjects referred to therein, and now beg to submit to the shareholders the following report as the result of their inquiries.

The principal points which have formed the subject of their consideration may be thus defined.

1. To examine the documents on which the company was formed, and to see that regularity was observable.

2. To examine the monthly cost-sheet, with the vouchers, and the summary of expenditure, as submitted at the last meeting of shareholders.

3. To consider the management of the affairs of the company, past and future, with the view of offering suggestions on the system to be hereafter adopted.

4. To inquire into the propriety of joining the adventurers in the adjoining set of Wheal Brothers in the purchase and erection of an engine, as also in the expense of working the same.

On subject of documents, your committee have to report on the absence of the grant from Messrs. William Fox and others to Samuel Lyle, on which was founded the assignment to the present directors. As a question arises as to the peculiar clauses of the lease which must govern the proceedings of the company, it is important this document should be found, or a certified copy obtained, and which your committee have been assured by the solicitor of the company shall be forthcoming.

Your committee have much pleasure in reporting that no doubt exists as to the renewal of the lease by the Duchy, and they would recommend the attention of the directors to this subject.

With reference to the monthly costs submitted at the late meeting of proprietors, your committee have to report that they have had several interviews with Mr. Malenah on subject thereof, and are happy in being able to state that that gentleman has, with great readiness, consented to deduct the charge made for management, which applies to his own services 190l., and interest 42l., amounting together to 232l.; and has also undertaken to supply, at an early period, such receipts or other documents as are required for the passing of the accounts.

With respect to the management of the affairs of the company, your committee are of opinion that the proprietors should avail themselves of the proposal submitted by the chairman at the last meeting of proprietors, viz., that the management should be perfectly distinct from that of the adjoining set of Wheal Brothers; and with this feeling, they recommend to the shareholders that a special general meeting of the proprietors should be convened by the present board of directors for the purpose of nominating gentlemen to the office of directors, and that in the interim, the gentlemen at present constituting the board be requested to continue their services until others be appointed. And your committee having conferred with the directors on this subject, are happy to announce that they have their concurrence in this view of the subject.

On subject of the erection of an engine, your committee avoid making any report, as several contingencies arise on which alone practical men can give an opinion. They, therefore, recommend that the consideration of this subject be referred to the board of directors to be hereafter appointed, with full powers for them to use their discretion as to the course to be adopted.

It appears also to your committee, that the regulations under which the company is formed, require some revision, and therefore it is suggested that the consideration of the same should also form one of the objects of the special general meeting, and to which, in the interim, should it meet the wishes of the proprietors, the committee will be happy to direct their attention.

In closing this report, your committee suggest the propriety of the payment of the call of 10s. per share lately made, being deferred until after the special general meeting for the appointment of directors, to which reference has been made.

(Signed) HENRY ENGLISH, Chairman.

PENOLDS GOLD MINING ASSOCIATION.

A special general meeting of the shareholders in this company was held at the North and South American Coffee-house, on Monday, the 23d inst., CHARLES WOODMAN, Esq., in the Chair.

The requisition convening the meeting with the advertisement and minutes of the preceding meeting having been read,

The CHAIRMAN stated the objects for which the proprietors had assembled, viz. to determine on the forfeiture of those shares on which the last call remained unpaid, as also to fill up the vacancies in the direction.

After some conversation on the subject, a resolution was carried to the effect that all shares on which any call or calls, now due, shall not have been paid on or before 6th February next, shall be absolutely forfeited, and that the meeting do adjourn until Thursday, the 9th of February, then to consider on the course to be pursued, with respect to the affairs of the company.

GENERAL MINING ASSOCIATION.

A half-yearly general meeting of the shareholders of this company was held at the office of the company, No. 51, Old Broad-street, on Thursday, the 26th inst., pursuant to circular.

It would afford us much pleasure to report the proceedings at this meeting, but the directors having declined to allow us to be present, and expressed their wish that they should not be made public, we are apprehensive that we are even now doing wrong in placing the title of the company under that of public companies. As a private company, we should not notice them, but as the shares are on the public market, we shall endeavour hereafter to afford information to the distant shareholder, by giving reports and extracts. This is not the first time we have been refused, and is only what we expected when the application was made. We did hope, however, that in these times secrecy would be avoided, and that a more liberal spirit prevailed.

NORTHERN AND CENTRAL BANK.

A meeting of the shareholders of this bank was held at Manchester, on Monday last, to confirm a certain agreement entered into by the directors with the governors and directors of the Bank of England, by

which, in consideration of a loan to them, they have undertaken to discontinue their business after the 1st of February next, until the debt due to the Bank of England shall be repaid. By order of the Board of Directors. BENJAMIN BRAIDLEY, Esq., in the Chair.

A long and very explicit report was read, explaining the circumstances which had led to the present condition of their affairs. The agreement was confirmed without a dissentient voice, and the loss per share, it was declared, would be under 2l.

The CHAIRMAN stated that at the annual meeting on the 23rd of next month, the directors would be enabled to enter into details; and the amount of loss would be nothing like what the public seemed to expect. Twenty-five of the branches had been disposed of on favourable terms. There were about 400 shareholders present.

AGRICULTURAL AND COMMERCIAL BANK OF IRELAND.

Our prediction concerning the resumption of payment by the Agricultural and Commercial Bank of Ireland was realised yesterday. All letters of credit and notes presented were promptly paid. This will be a cheering announcement to the provinces. It is admitted on all hands that the bank has done the agricultural interests some service. For sake of that interest principally we have been always anxious for its welfare.—*Dublin Evening Packet*.

LONDON CEMETERY COMPANY.

The shareholders held their first general meeting at the office, 64, Cornhill, on the 9th instant, for receiving the report of the directors, and electing officers, in pursuance of the Act of Incorporation. The meeting was unanimously and respectfully attended.

On the motion of WILLIAM NICKOLSON, Esq., seconded by Dr. MITCHELL, the Rev. H. J. KNAPP, Sub-Dean of St. Paul's Cathedral, was unanimously voted to the chair.

The Rev. CHAIRMAN acknowledged the honour, and expressed his anxious desire to co-operate with the proprietors in promoting the success of the undertaking. The Chairman read the two clauses in the act authorising the present meeting, and observed, that judging from the manifestation of public feeling, and the expression of public opinion, there could be no doubt that the time had arrived when the want of spacious cemeteries placed beyond the suburbs of populous towns and cities was universally acknowledged, and the supply of them should no longer be delayed. The Chairman then stated, that having been the officiating minister of one parish in the city during twenty-seven years, he had had frequent opportunities of experiencing and regretting the want of them. The recurrence of circumstances to which the Reverend Gentleman then referred should, he observed, be prevented, and the proper and effectual means of doing this were now before them. The London Cemetery Company having obtained their Act of Incorporation, the directors were now enabled to lay before the proprietors a statement of their proceedings, and it now remained with them to judge whether they had or had not faithfully discharged the trust which had been reposed in them. With their co-operation, and that of the public, there was just reason to anticipate that these cemeteries would equal, if not surpass, those on the continent; that they would stimulate to great excellence in monumental design, and do honour to the country.

The address of the chairman, which we have been compelled considerably to curtail, was received with evident satisfaction and pleasure by the proprietors assembled.

The CHAIRMAN then called on the managing-director to read the report, which commenced with congratulating the proprietors on the extraordinary advantages conferred on this company by the Act of Incorporation, which enables the proprietors to hold 150 acres of land in the north, east, and south divisions of the suburbs, the west being amply provided for by the Kensal-green Cemetery. The terms with respect to fees to incumbents is deeply interesting to the public, inasmuch as the directors have successfully resisted the imposition of fees by way of compensation to the clergy, which, although chargeable to the company, are of course inflicted on the public by high charges, are entitled to public gratitude. It appeared that another company had obtained an Act of Incorporation a few days previous to this company, in which the fees to be paid to incumbents are fixed at 20s. and 7s. 6d., according to the description of interment; but the directors of this company having determined to give no more than 5s. and 1s. 6d. after much opposition they carried the point. Out of the deposit of 1l. per share, the directors had paid 1400l. in instalments on purchases of land for the Northern and Southern Cemeteries, and were in treaty for land for the Eastern Cemetery, and had refrained from making any call upon the proprietors until it became necessary to begin the works, which are to commence forthwith. The company's affairs had been conducted with the strictest regard to economy—the directors had all acted gratuitously, although much time, labour, and influence had been used in the company's affairs, and no impediments appeared to exist against the carrying out the undertaking. The resolutions having been cordially and unanimously passed, several proprietors addressed the meeting; among whom we recognized Mr. W. JERDAN, who in a very eloquent address proposed the second resolution, of which our space will only permit a brief notice. After expressing the pleasure he experienced in proposing the second resolution, Mr. J. observed, that the extraordinary exertions of the directors who had acted with so much economy, deserved some distinguished mark of approbation, persuaded, as he was, that they must have been stimulated by more than private feelings; the work indeed must have been commenced from public spirit, and afterwards supported by private interest. He deemed it unnecessary to expatiate on the benefit it was calculated to confer upon the community; at the same time he could not but express his surprise that a nation, priding itself upon its civilization, should have so long neglected the formation of such a receptacle for their dead (hear). The remotest savages had set us the example. The Romans prided themselves upon the respect they felt for the dead, and erected beautiful monuments and mausoleums to the memory of the departed. The Egyptians were no less anxious, and expended large sums of money in the depositories of the dead. In Africa and America the same respect had been paid to the deceased. In ancient times the bodies were burnt, and the ashes preserved at great expense. The custom of England in burying their dead under churches is of the remote date of six or seven centuries—it was a barbarous custom of a barbarous age, and it was time that they should get rid of this disgraceful practice, and the example being set, he entertained no doubt but that it would be followed throughout the country. The cemeteries of this company would, he trusted, do justice to this age of refinement, and that many would be found paying more suitable respect to the remains of those who were once the cherished objects of their love, their admiration, or their esteem (cheers). He expressed his hope that we should not follow the French affectation, but that even, as in Wales, the flower will adorn the weeded grave, and the green fresh turf will be preserved; and concluded, after some other observations, by an expression of his entire confidence in the management of the directors.

Thanks were then given to the Chairman for the able manner in which he had conducted the business of the day, and the meeting was dissolved.

The resolutions will be found in our advertising columns.

ORIGINAL CORRESPONDENCE.

THE CRINNIS ENGINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The Editorial remarks in your paper of the 31st ult. state, that you had been given to understand that the Crinnis engine had been valued by me at only one-third of 1000l.; that I endeavoured to foist this engine on the Old Moor Company at an excessively dear rate, being at the same time their agent. In reply, I beg to state, that I have certainly never valued that engine since the year 1832, at which time every one knows steam-engines of that class were not worth one-third the price they were in May last, and even if I did then value it (of which I am by no means positive), it was by fixing my name as an assent to the valuation of two highly respectable and intelligent mine-agents, who were called in to value that and considerable other property at a price, supposing it should then go to the hammer; but what was the value then put on it, I have not the means of knowing; it might have been what has been stated. But, I ask, is it fair that a valuation under such circumstances, and at such a time, when steam-engines were a complete drug (and one of a sixty-inch cylinder was sold from the same mine for 200 guineas), should be now dragged forth and strained to prove whatever contending parties may desire?

I will now state the information and advice given by me to the Old Moor directors, on the subject of the Crinnis engine, and leave you and the public to decide my case.

In first naming it to them I stated, that I was an interested party, as a seller, and advised the appointment of two engineers, mutually chosen, to fix its value. They saw no occasion for this, and at their order I called in one who was then erecting the Kerrow engine, and in a great measure in their employ: he valued it, and sent them his valuation, at which it was offered. They were dissatisfied with this. I advised another engineer to be called in, but his report was a complete contradiction. I now strongly urged that two directors, with an engineer also, of their own choice, should inspect the machine; this was also adopted, but from the cause named by Mr. Saunders (and not on account of the price or inapplicability of the engine) before their engineer's report was given in, by mutual consent the offer was withdrawn, and from that time I have never advised or recommended the purchase thereof to the directors or any of the shareholders, and when the Cornish shareholders first resolved on a dissolution of the company, I at once avowed that whatever the result might be, as far as my influence could possibly extend, that engine should never be erected on Old Moor.

Will you do me the justice to insert this in your next *Mining Journal*.

I am, Sir, your very obedient servant,
St. Austell, Jan. 17. W. BROWNE.

MEETINGS OF SCIENTIFIC BODIES
IN THE ENSUING WEEK.

SOCIETY	PLACE OF MEETING	DAY	HOUR
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Geological	Somerset House	Thursday	8 P.M.
Royal Institution	Somerset House	Thursday	8 P.M.
Antiquaries	28, Leicester-square	Friday	8 P.M.
Zoological	Albemarle-street	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

SOCIETY OF ARTS.—MEETINGS OF COMMITTEES.

Tuesday, Jan. 21.—Correspondence and Papers at eight, on the volume of Transactions.
Thursday, Feb. 2.—Mechanics at half-past seven, on Mr. T. Wicksteed's method of securing the joints of water-pipes—Mr. Slack's method of building an obelisk—Mr. Isaac Dods's wheel for locomotive carriages—Mr. J. B. Humphreys on Mr. Dods's method of preventing the explosion of steam-boilers—Mr. Whitte's mode of feeding a high-pressure boiler, and Mr. J. Bowen's dredging machine.
Monday, 6th.—Accounts at half-past seven, on the monthly audit.
Thursday, 9th.—Mechanics and Poets Arts, at half-past seven, on Mr. Rossiter's roller for lithographic printing. After which, Mechanics, on Mr. Chapman's "cross-tree" for ships of war—Mr. J. King's plan for conveying goods by canal—Mr. M. Wilson's chimney-cowl—Mr. A. Canning's portable life-preserver, and Mr. Sperring's plan for inclosing sliding doors.
Tuesday, 14th.—The illustration at eight, on the metallurgical history of iron, Part 3, by the Secretary. A. AIKIN. Sec.

PUBLIC COMPANIES.

COMPANY	PLACE OF MEETING	DAY	HOUR
Old Moor Tin Mining Company	46, Lime-street	Jan. 28	1
Candonga Mining Company	1, William-street	30	1
Redruth United Mining Company	George and Vulture	Feb. 1	1
Durham County Coal	Darlington	2	12
Trevelick Consols	23, Threadneedle-street	7	12
Wheal Sisters Mining Company	White Hart Tavern	8	1
D. of Cornwall's Harb. & Victoria Rail	Crown & Anchor Tavern	9	1
Pendoles Gold Mining Association	N. and S. A. Coffee-house	9	2
Kerrow Tin Mining Company	46, Lime-street	11	1
Carn Grey Mining Company	46, Lime-street	18	1
South Eastern Railway	15, Coleman-street	18	1
Bleasdon Iron Company	Old Broad-street	22	11
Blackwall Railway Company	City of London Tavern	24	2
York and North Midland Railway	York	27	12
Hayle Railway	Rectory-house, London-wall	28	1
London and Westminster Bank	London Tavern	March 1	1

CALLS.

British Tin Mining Company	Jan. 31
Preston and Wyre Railway	Feb. 1
Birmingham and Derby Junction	1
St. Neot's and St. Cleer Consols	10
British American Land	10
Wheal Brothers Mining Co.	11
Hayle Consols	11
London & Havre Steamer Nav. Co.	11
British Silver Lead Mining Co.	11
Patent White Lead Company	11
Thames Haven Railway	21
West Cornwall Mines Investm.	18
New South Hoe Mining Co.	18
Kellerwis Mining Company	18
Uster Canal Company	20
Capan Silver Lead Co.	21
Wheal Triumph Mining Co.	21
Jamaica Steam Navigation Co.	12
Hayle Railway	12
Wheal Lenox Mining Company	28
Alliance Gas Company	12
Kefn Lead Mining Company	12
Rhymney Iron Company	12
North Wales Banking Company	7
Portsmouth & Farnham Water Works	13

NOTICES TO CORRESPONDENTS.

SOUTH POLGOLOVY MINING COMPANY.—We beg to state, for the information of the shareholders in this Company, that Mr. Walker has filed his declaration in this action: It is pleasing to be able to announce, that we have every reason to believe our principles of justice are complete, so far as the articles of which complaint is made. We thank our Cornish friends for their aid, the correspondence will be availed of.

THE THIRD VOLUME.—This volume may now be had complete, with title page and index, and one or two complete sets have been made up.

UNITED GENERAL GAS COMPANY.—The communication of our correspondent is necessarily deferred until next week, when it shall appear.

******* will find a letter at the post office, Helston, addressed according to his signature, with the respectful addition of Esq. thereto.

PARLIAMENTARY INTELLIGENCE.—Arrangements have been made whereby not only a Parliamentary Summary will be given, which necessarily be brief, at as not to trespass on those subjects to which our columns are more peculiarly directed, but a weekly report will be presented of all parliamentary proceedings connected with the passing of bills for Public Companies, including Railways, &c.

WEST CORNISH MINING COMPANY.—It is only due to our subscribers to announce that Mr. Joseph P. F. the Managing Director of this Company, has, through his solicitor, Mr. Green, Mr. Fourdrier, the Solicitor of the Company, having withdrawn his action, filed a declaration in the action brought against the Editor of the MINING JOURNAL, citing the leading article in No. 63 of the 5th of November, as that complained of. It is hardly necessary to say we shall "justify."

ADVERTISEMENTS.—It having been suggested that, in the publication of the Supplements, peculiar advantages are afforded for the insertion of advertisements associated with science, and the announcement of the publication of scientific works, &c., it is the intention of the Editor to devote a portion of its columns to that object.

C. E., on the Bonds of the Chile Government, in our next.

The continuation of Corn Breeds is also deferred.

English Mining Correspondence.—On account of the great length and importance of the Reports of Public Companies, we are compelled to defer much of our correspondence until a later date.

Boissac's Mine.—A letter from a correspondent states, that some remarks on the letter in our last signed "A. Proprietor," as also one in a former number, will appear shortly.

We have received Mr. Adam Murray's letter, which we must beg leave to decline inserting: that gentleman will doubtless find other channels through which he may communicate his opinions, with which we can have no right to complain.

CORRESPONDENCE FROM FOREIGN MINES.—We are compelled to defer until our next number the correspondence from abroad, the numerous meetings which have taken place during the week occupying so considerable a space. We have made arrangements whereby in future the correspondence will regularly appear without the delay which we have to regret on the present as on former occasions.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, JANUARY 28, 1837.

The importance of the Mines of Ireland, whether considered in a national point of view, as affording employment to her peasantry, or as yielding returns to those Adventurers, who have embarked capital in prosecuting their working and developing their resources, needs no other evidence than that afforded by the ticketing papers of sales of ores at Swansea, to convince the most sceptical that mineral riches are not confined alone to one district or to one country. If our attention be confined to Copper, the acknowledged value of the Allibies, Cronebane, Knockmahon, and other Mines, sufficiently proves that the sister Isle possesses great mineral riches; while it must be recollected that the produce from the Lead Mines, Collieries, and Slate-quarries, is by no means inconsiderable; and the late resumption of the Iron-works at Arigna may, we should hope, afford additional proof that it requires only enterprise, governed by prudence, and capital directed by economy, to render Ireland, from her mineral resources alone,

"Great, glorious, and free,
First flower of the earth, first gem of the sea."

The Report of the "Mining Company of Ireland," which we inserted in a late number, gave a pleasing account of the operations of that Company, and the progressive improvement in its

affairs; the profit for the half-year being 9448l. 12s. 4d., or nearly three times that announced at the Meeting held at the same period in the preceding year. We have here one of the natural consequences attendant on Mining in a country like Ireland, where novel features present themselves to the practical Miner, who is called to work on ground, in many instances, untrodden by the Geologist, and in like manner neglected by those who search for the hidden treasures which are alone to be found in the bowels of the earth. The Knockmahon Mines; it will be observed by the Report, yielded for the six months, a profit of 4859l. 8s., which, with the surplus of the preceding half-year, amounted to 7802l. 18. 11d.; and, judging from the produce of late, and the contemplated extension of operations, both underground and at the surface, little doubt seems entertained but that this amount will be considerably enhanced in the forthcoming half-year. The Luganure Lead Mines have also been wrought with considerable success, having yielded a profit of 2904l. 11s. 10d. in the like period. It is not our intention, however, to dwell on the proceedings of this particular Company, as the extensive operations and large profits of the Allibies Mine, and its continued success for a series of years, is in itself sufficient to prove that the lodes of Ireland are in some cases (and but few comparatively have been tried) rich in mineral produce. In the latter mine to which we have made reference, we find that at the ticketing at Swansea, on the 25th inst., 345 tons were sold, yielding 3548l., and that 427 tons are announced for sale on the 8th of February; thus giving in the aggregate 772 tons, or a produce of nearly 8000l. in the two sales within fourteen days.

The letter of our intelligent correspondent "E. B." in our columns of to-day, and those on former occasions, will not only be read with interest, and be found to corroborate the views we have ever taken; and the principles we have endeavoured to inculcate, but we doubt not, will have the effect of inducing the English capitalist to direct more attention to that portion of the United Kingdom, which, in consequence of the jarring elements of religion and politics, has, we regret to say, been cruelly neglected. The unfortunate state of party feeling, the want of confidence, and the prejudice which we find too frequently manifested, and in some few instances carefully fostered, to the injury of that country, have done much to contribute to its present neglected state. The absence of information, the supineness of Government in not having geological and mineralogical surveys made, whereby information could be acquired, and the little comparative knowledge we possess of the capabilities of Ireland, (although in possession of elaborate works and reports of Mining districts in foreign climes) have, in like manner, tended to leave that country in a position but little advanced for the past half century, either in scientific knowledge, or useful information.

True it is, that reports like the present, will do much, if they be fairly promulgated, and thus become known to the capitalist; and it is to lend our humble aid in effecting this desired end, that we are induced, on the present occasion, to remark on the Mines of Ireland. One great obstacle to Mining operations in that country, we regret to say, has been in many cases the avarice of the landlord—the shameful exactions he would enforce where he possessed the power, and the too frequent consideration on his part, applicable to all his acts through life, whether as affects Mining or Agricultural pursuits—the thought only of immediate gain, and a carelessness of the future. Excessive royalties, unjust restrictions, and an absence of interest in the ultimate success of the undertaking, except that secured by the lease, have done much to deter those who were willing to embark capital; but, better times are at hand, and indeed, may be said to have already arrived, and a more liberal course is now being pursued—as landlords begin to find that their interests must be associated with those of the Adventurers. Hence a better understanding now exists, and the success attendant on working Mines which yield to the lord his dish or dues, without any risk, or his being required to advance capital, will, we doubt not, very generally open the eyes of the proprietor of the soil, who will find it to his interest rather to induce the capitalist to adventure, paying moderate dues, than that his mineral property should be unwrought, and his neighbour enjoy that revenue which, under other circumstances, he might have himself secured.

The results hitherto attending the operations of working Mines in Ireland, we repeat, cannot be considered otherwise than highly encouraging; while the facilities afforded of personal inspection and frequent intercourse, are well calculated to create a confidence which cannot be reposed where the scene of operations is distant, and dependence necessarily placed in foreign Governments, who may be expected naturally to adopt that course which is most advantageous to their own state, regardless of the interests of the British capitalist.

That foreign mines in many cases yield ores of greater richness than those at home, and that they abound in the precious metals, we have evidence in the produce and large returns of the Copper Mines of Cobre in Cuba, and Copiapo in Chili; while the profits realised from the Silver Mines of Veta Grande, in Mexico, and that of the Gold Mine of Gongo Soco, in Brazil, afford proof that the ores are to be found not only in abundance, but of considerable produce abroad, and may be worked even by the distant capitalist with profit and advantage, although attended, as such undertakings naturally are, by increased expense of management, and subject to many draw-backs, which do not apply to our Mines at home. Admitting that foreign mines may be worked with profit, as in the instances we have cited, we must confess it is surprising to find the apathy which too generally pervades the public mind as regards home adventures. True it is, that within the past two years a mania has existed for working the mines in Cornwall and Devonshire, confounding the good with the bad, putting all on a level;—whether the lodes discovered were promising, or otherwise; and, in many cases, careless as to ultimate results, so that present profits were realised.

During this period, however, Ireland was neglected, except by some few individuals who, possessing more foresight than others,

availed themselves of the opportunity of securing mineral rights in that country, some of which have already yielded large returns on an insignificant outlay. Witness the instance remarked on, a time since, of the Clare Mines, while others promise to be equally productive. We believe, had an equal degree of interest and attention been manifested towards the sister country, or, that caution guided the steps of those who have so heedlessly embarked in Mining operations in "the West," very different results would have attended the adventures of the day; and, instead of a value being given to labour, from an excessive, although but temporary demand, industry would have met its fair reward, and sustained its exertions, thus securing future advantages from extension of the works, instead of the reverse, arising from suspension, as, we fear, must necessarily be the case of many undertakings.

Our correspondent, to whom we have already referred, has deavoured, in the series of letters inserted in our columns, to describe the nature of mining operations in Ireland, and to afford information to those who possess not the local advantages of which he makes so proper a use, in contributing to the knowledge of others, thus attracting the attention of the capitalist.

Our report of the sale of Irish ores, evidences the capabilities of the country, from the large amount yielded annually from the same; and the report of the "Mining Company of Ireland," ready alluded to, shows the benefits derivable from the proper application of funds and ability, where perseverance and economy are combined with honesty and good management.

It is in our recollection, that the shares of this particular Company were at one time at a very considerable discount; we find them, after all the reverses attendant on their early operations, and the losses to which they were subjected, from having embarked in Mines too numerous, and without being duly selected, deriving all those advantages which might be fairly calculated upon, where care has been observed in the rejection of the worthless, and the selection of those of promise. That promise is now being realised, success attends their exertions; and we can only repeat our sincere and ardent desire, as we may confidently state our opinion, that all undertakings based on the motto of this Company, that of "industry, economy, and perseverance," will be attended with like results.

In closing these remarks on the Mines of Ireland, we may observe that Mining operations are not attended with that risk so generally apprehended, the success mainly depending on the integrity and judgment exercised in the prosecution of the several undertakings, and the employment of practical and experienced men in their management.

We have now before us the annual statement of the Imports and Exports of Metals during the last year, compiled by Mr. J. RICHARDS, of George-yard, Lombard-street, and containing much valuable information on the state of the Metal trade generally during the period to which it refers. Our space will not at present allow of a detailed examination of this statement, in which Mr. RICHARDS has brought together many important data, deserving of consideration by those interested in the subject; we shall, however, glance at a few of the principal results which it affords.

The vast mineral produce of this country, as indeed we need scarcely observe, not only amply supplies our own demand for most of the metals, but furnishes a considerable surplus for exportation, so that the prosperity of our Mines is greatly influenced by the state of the foreign markets, as well as those at home. Of the fact a striking illustration was afforded, a few years ago, when the Spanish Lead Mines were in their most productive state; during that period very little, if any, foreign lead was imported into this country for home consumption, yet the price of this metal was reduced to one-half what it previously had been, by the competition which existed in the foreign markets.

On glancing over Mr. RICHARDS's statement, we regret to find that a slight decrease is shown in most of our exports for the last year; a circumstance we should attribute, in some measure, to the increasing produce of Foreign Mines, and perhaps also to the general high prices in this country during that period, having for some time operated against the free exportation of British Metals. To the only increase exhibited is in bar-iron, which amounts to more than three thousand tons, while a slight decrease is shown in steel, and copper (in cakes, sheets, and nails); in tin (both blocks and plates) and also in pig and sheet lead. In spelter, there is a considerable increased export, probably arising from the gradually increasing uses of zinc; but of this metal we produce so little, that our export may be considered as merely sending back the produce of Foreign Mines.

In quicksilver there has also been a considerable decrease of export, probably owing to the present very high price of this metal, and operating in some measure to check its usual consumption.

In the following tabular view we shall give a short abstract of Mr. RICHARDS's "statement of Foreign and British Metals," as reported from London and Liverpool, from the 1st January to the 31st December, 1836, with a comparative view of the exports of the preceding year. The distinction of "Foreign" and "British" is not, however, retained in our abstract, which shows merely gross quantities:—

	1836.	1835.	Increase.	Decrease.
Iron, in bars, hoops, &c. (Tons)	93,079	99,711	3268	—
Steel (do.)	2021	2547	—	526
Copper, in cakes, &c. (do.)	3246	3740	—	494
Copper, in sheets and nails (do.)	6664	6942	—	278
Tin, in blocks and bars (do.)	1650	1992	—	343
Tin plates (Boxes)	170,400	198,413	—	19,013
Lead, in pigs, sheets, &c. (Tons)	5231	7580	—	2349
Spelter (do.)	6269	8043	—	1774
Quicksilver (lbs.)	1,336,346	1,646,968	—	310,622

If we consider the decrease of exports shown in this table, arising from the increasing production of Foreign Mines, and seems certainly a very probable cause, although not, perhaps, only one, we shall at once perceive the necessity of adopting an expedient which is calculated to ensure economy in Mining, thereby enable us more effectually to meet that competition in

PROJECTED LINES OF RAILWAY.

IRELAND, SOUTH WALES, GLOUCESTER, CHELTENHAM, AND LONDON JUNCTION RAILWAY.

A plan of this projected railway is now before us, commencing at Badgworth, two miles to the south-west of Cheltenham, and passing through the precincts of the town, communicating with the High Street by a branch leading to the depot, and thence directs its course toward the Great Western Railway, with which it forms a junction near Stevenston, and which we consider as deserving some notice, although it is not of frequent occurrence that we are enabled to devote so much space to any particular undertaking. The close approach however to Parliament, and the numerous railway bills which are likely to be presented, require more space than we have usually devoted to these subjects, and to which we shall have more frequent occasion to direct our attention.

It may be remembered that, during the last Session of Parliament, a Bill was obtained for the construction of a railway from Cheltenham to Gloucester and Stroud, and thence to Swindon, where it was intended to enter the Great Western Railway; and that this (the Swindon) line, was strongly opposed by a company, which had issued proposals for a line from Cheltenham by Oxford to Tring, where it was to connect itself with the London and Birmingham Railway. Each of the contending actors on that occasion produced very strong evidence against the pretensions of the other to public favour.

It was admitted on all hands, that the Swindon line would take the traveller from Cheltenham to London at least twenty miles out of his direct course, while it was also demonstrated, that the Tring line could not pay unless it was connected with Gloucester, and that in order to effect such a communication, it must pass through the most fashionable part of Cheltenham, thereby destroying not merely the beauty of the town itself, but seriously endangering those attractions which have, within a few years, produced no slight accessions to its wealth and population.

The difficulties of the country through which the Tring line had to pass, appeared moreover to demand an amount of capital (1,400,000l.) greatly disproportionate to the traffic, which a line unconnected with Gloucester could hope to attract to itself, while the injury which it would inflict on private property is so great as to have armed against it the principal landowners and occupiers in the vicinity. We find in the public papers an account of a meeting held at Oxford, on the 4th inst., with Lord Sherbourne in the chair, and the representations of upwards of eighty landowners present, when Captain Moorsom the engineer, and the Oxford agent of the Cheltenham and Tring Railway having been heard, it was resolved unanimously,

"That the projected railway from Cheltenham to Tring will involve a gross violation of private property, and will inflict serious injury upon the landowners and occupiers whose land is proposed to be taken compulsorily from them, without any public necessity or advantage, and that it is incumbent on them to resist that measure by proof before both Houses of Parliament."

Many other objections were urged with great force, and we may add, with unquestionable truth, against the rival lines against its opponent. In this state of things, the attention of intelligent men having been called to the subject, and the evidence given before the Committee of the House of Lords, on the Swindon line having been carefully examined, it appeared, according to the admission of Mr. Brunel himself, that there was a middle line between the two, which would be very much preferable to either the Tring or the Swindon line, thus realising the old maxim, *in medio tutissimam esse locum*. The following extracts from this eminent engineer's evidence will, we think, at once put this matter beyond all discussion:

Question:—"Supposing that of the line, which you say you think can never be made from Cheltenham to Tring, a portion was made from Cheltenham to Oxford, and that line had arrived at Oxford, do you think that it would be expedient to go up to the highest summit at Tring on the Birmingham line, or can a more convenient communication be made from Tring by a junction with the Great Western?"

"I think if it were an object to carry a direct line from Cheltenham to London, going over the Cotswold Hills, they would find the easier line to come to the south of Oxford, and join the Great Western some miles beyond Reading, than to go to the north of Oxford and ascend to Tring, and then go down the Birmingham Railway to London."

"If they were on the south of Oxford, what would be the distance required to form a junction which could be made between the two?"

"It would be to form the most direct line possible—eleven miles."

"Would it not be on a level with the valley of the Thames?"

"It would be a beautiful level; and from Oxford to London it would form the most level line of railroad in England."—Evidence, p. 90.

And again—

"Supposing that it was merely the question of a railway from Cheltenham to London, and that you had nothing to do with the manufacturing districts of Stroud, or any other part, but that it was given to you to consider the interests of the people of Cheltenham alone, should you not say, that they were right in taking the Tring line in preference to coming twenty-three miles round by the other line?"

"I think if a line were made from Cheltenham to London direct, and it was not expected to take any other traffic into it, that I would not take either the Tring or the other, but take a line between the two, going down into the valley of the Thames to Reading."

"You would not take the Swindon line?"

"I think not."—Ibid. p. 93.

The line selected by the promoters of the Stevenston plan seems to follow as nearly as the nature of the country, and the interests of its population, would permit, the intermediate course suggested by Mr. Brunel. Under the able direction of Mr. Palmer, they have succeeded in discovering a course for the projected railway, which will not only be most conducive to the interests of the town of Cheltenham, but will also secure to their undertaking a quantity of traffic not exceeded by any other railway of the same length in the United Kingdom.

If the reader will for a moment cast his eye over the plan, he will observe on the left the course projected for the England and Ireland Union Railway, connecting Fishguard Bay, on the western coast of South Wales, with Gloucester. From Fishguard to Wexford, the distance (forty miles) may be traversed in four hours; and from Wexford communications by railway lines will shortly be established, not only with Dublin, through the county of Wicklow, but also with the most popular and fertile provinces of Ireland. The Stevenston will connect itself with the English and Irish line, by joining the line projected to run from Birmingham to Gloucester, and thus it will attract to itself not only the traffic of South Wales, but also that from Ireland. The Stevenston line, it is further proposed, will send branches to Worcester, Oxford, and Stroud, thereby loading its train with all the wealth of those districts, hitherto conducted by other conveyances, to the great mart of the empire.

The Stevenston line is calculated to achieve still more than all this. It will afford to the people of Liverpool the nearest route to Southampton, and consequently, to Paris, filling up the interval which would otherwise have suspended their progress in that direction. With such advantages it may fairly be expected to advance rapidly in public favour, and to take a prominent station among those enterprises which are destined to develop the teeming and inexhaustible resources of the United realms.

We might add much with reference to projects of this nature, and their importance, but we find that we have already exceeded the space we intended to devote to this subject, which, however, may be considered as the first of a series.

TEMPERATURE OF THE INTERIOR OF THE EARTH.—On Wednesday the 17th of August 1835, M. Arago, in delivering a lecture on the theory of the central heat of the earth, related an operation at that time carrying on in Paris, which may be of the highest importance, not only to science but to public economy. The municipality have ordered an Artesian well to be pierced near the Barrière des Martyrs; but the men employed, after getting to the depth of 900 feet without finding water, came to a stratum of chalk, so thick, that the undertaking would have been abandoned, but for the interference of men of science who wished it to be continued, with a view to the elucidation of the above theory. According to observations made by means of a thermometer, no doubt remains as to a fact, which hitherto has not been possible to verify, with any degree of precision;—namely, that the temperature of the earth rises in regular proportion towards the centre; so that, at the tenth degree from the surface, all known matter must be in a state of fusion. At the point to which the perforation in question will have reached, M. Arago expects a spring of water will arise, of a sufficient degree of heat to warm public establishments, supply baths, and serve for other purposes.

MINING CORRESPONDENCE.

ENGLISH MINES.

Jan. 23.—In the forty-four fathom level, north of the engine-shaft, we have cut in the lode about three feet, and have no north wall; it is principally tin, copper, and not rich. In the forty-four fathom level, east of the engine-shaft, we have cut a more open lode than we have ever seen before here, and drained the level above of water forty fathoms before us, so that we can now clear out the bottoms of the old workings, which we have begun to do. At Buckett's, in driving the thirty-two fathom level, west of Buller's shaft, we have met with a fluecan, which has disordered the lode, and we have not cut it as yet to the west side. Every other part of the mine continues just as I stated in my last. We sold last Saturday, at Carver's, smelting-house, black tin, from Buckett's and Clijah, to the amount of 124l. 10s. 6d.

RALPH GOLDBORTHY.

BRITISH TIN MINING COMPANY.

Jan. 23.—Twelve Fathom Level.—Fagan's lode, in east end, is from four to five feet big, yielding tin stuff. Clark's lode is about eighteen inches wide, producing tinny work. This lode was discovered in driving on the caunter; up to this time we have called it the caunter, but as we have now resumed working on the old caunter, we have named the new lode "Clark's lode," which is running nearly parallel with Fagan's east; the caunter lode is about seven or eight inches big, carrying a small leader, yielding good work. Fagan's lode, west, is about six or eight inches big, easy ground, but the lode is poor at present. Twenty-two Fathom Level.—Fagan's lode, west end, is from four to five feet big, producing tinny work. The caunter lode, west, is about twelve inches wide—much the same as last reported. East End.—The lode is from two to three feet wide, yielding some good tinny work. The ground in engine-shaft is cased 10l. per fathom.

JOHN BRAY.

HOLMBURY MINING COMPANY.

Jan. 23.—The lode in the end of the eighty fathom level west continues to improve. The lode in the stopes, below the thirty-five fathom level, is increasing in size, but not so productive as last reported. We have no other alteration in any part of the mine since our last communication. We shall have dressed, ready for sampling, 100 tons of ore in a fortnight from this date.

JAMES LANE.

ROCHE ROCK MINING COMPANY.

Jan. 23.—The pitches in the back of the sixty fathom level are very encouraging, and from which we expect increased returns; the pitches in the other levels are also rather better than I have seen them for some weeks past, excepting a new pitch at the back of the forty fathom level, on the north lode, which is poor.

SAMUEL ROBINS.

FERRAN CONSOLIDATED MINING COMPANY.

Jan. 23.—Our new engine-shaft is sunk below adit about sixteen fathoms. At Mudge's old engine-shaft we are now in course for sinking, in a very favourable stratum of ground. The levels extending both on Mudge's and Anthony's lodes, at the twenty fathom level, are of an encouraging appearance, each passing through ground, which will be taken away for a moderate tribute. At the ten fathom level, driving west on Mudge's lode, it is of a most promising description, having a pretty good lode for lead. The tributaries here, in this part, are doing well, and of course their prospects continue flattering. At West Wheel Hope we have held the shaft to a twenty-eight fathom level, and hope to set some more tributaries there soon.

RICHARD ROWE.

SOUTH WHEEL LEISURE MINING COMPANY.

Jan. 23.—I have the satisfaction of informing you that we have this week completed sinking the engine-shaft down to a twenty-five fathom level, and are now in course for proceeding with cutting the whip-plat. At the fifteen fathom level, driving west of the engine-shaft, we have a lode four feet wide, composed of rather a hard spar, mixed in mud and black jack, with spots of ore. At the same level driving east, we have a lode two feet wide, and nothing can look more promising; it is composed of a soft white spar, a great deal of mud, and rich ore throughout the whole width of the lode; the ground is also favourable.

RICHARD ROWE.

Jan. 23.—Yesterday was our setting-day for January, and as our steam-engine will be at work on Friday next, we set the following work. At Baldie shaft, to clear up below the adit to the ten fathom level—that is, the perpendicular shaft at 40s. per fathom, and also the underlying shaft, going down on the course of the lode to the same depth, at 30s. per fathom. The adit end east was set at 50s. per fathom, the cross-cut south on the branches at 50s. per fathom, and the back of the adit to slope at 50s. per fathom. We have nothing in the underground department to notice this week, at or above the adit level; there is tin, more or less, in all the ground we are exploring, but it appears we must go to a greater depth to find it very productive.

JAMES EVANS.

TAMAR SILVER LEAD MINING COMPANY.

Jan. 23.—The water is drained about three fathoms below the 105 fathom level. We have cleared the shaft of timber, &c. to the back of the level, and we find the shaft in a much better state, between the ninety-five fathoms and the 105 fathom level, than in any other part of it below the adit; and we hope that it will answer our purpose without cutting any ground, which has been the source of so much expense and delay, in the upper parts of it. The ground in the eighty-five fathom level is disordered, which we were prepared to expect before we get under the productive ground in the seventy-five fathom level, from the course of the slides in the latter level. There is nothing new to report of the other network bargains.

THOMAS FETHERICK.

EAST CORNWALL SILVER MINING COMPANY.

Jan. 23.—We beg to hand you the account of our proceedings of last week on the state of the mine, we have not done anything towards sinking the engine-shaft since our last, being employed in fixing the lifts as mentioned in my last, which will take the greater part of the week to complete. We are calculating to put the lift in the eastern to-morrow. There is no alteration in the forty-five fathom level, west of the engine-shaft, as we have not completed the levels mentioned in my last. We have had but four men instead of six, as we thought proper to remove the men that were there, as they would not drive the level agreeably to contract; but we have two more to put in that place, and shall be able to get on much faster with the work. We have commenced driving east, at the same level, on the north lode, as the ground is much better than on the south lode, and the lodes are not far from each other. The lode in the end is about nine inches wide, spar, mud, and fluecan. The lode in the adit end, west of Steady's shaft, is rather disordered. We have had a little delay in sinking Flap-jack shaft, by reason of breaking the flanch of the Windrose, but we are getting on regular at this time: we have cut a lode in the shaft about eighteen inches wide, the leader part about four fathoms wide, mud, spar, and fluecan, and spar. We have assayed a sample from it, but find it poor. The lode in the ten fathom level east, at Flap-jack, is small, as in our last. We have set to drive north to cut the other branch, which we expect is about seven feet from the branch we have been driving on, which we hope to intersect by the end of the week. We hope to commence sinking Mexico shaft below the ten fathom level, by Wednesday next; we have not done any thing in the back at that level, since our last, the men being employed about other work.

J. WILLIAMS.

CORNWALL GREAT UNITED MINES.

Eastern District, Jan. 23.—I beg to inform you that the nine-heads stamping-mill, in Clannacombe, and the nine-heads in Cardon Combe, are working, and doing remarkably well. The iron-lifters will work in a day or two. We have had some delay at the foundry for castings. The masons are getting on very well with the walls of our engine-house. The boiler-builders have finished the two outer cases, and are now making the tubes. We have a most excellent strength at Clannacombe, and shall return a good batch of tin in a short time. There is nothing new underground—raising plenty of tin stuff as usual. We shall turn the greatest part of our attention to the steam-stamps, flat-rods to Wheel Prosper and Wheel Jenkin east shaft, to sink on that bunch of tin. I have seen Mr. West this week, and he says we can work forty heads, and draw flat-rods from the above places. We must also get ready the tram-roads from Jenkin and Prosper. We can get ready for sale about seven tons of tin in a fortnight, if you think well of it. I suppose, if you sell, it will be at the ticketing.

JAMES CLYMO.

EAST WHEEL STRAWBERRY MINING COMPANY.

Jan. 23.—At Grout's we have commenced driving a cross-cut at the thirty-five fathom level, and have cut a branch of a lode (what we term a dropper), but have not got through it, so as to prove its contents; from present appearances we shall be able to open the ground at half the expense that has been given in the level above. As soon as we can communicate this cross-cut with Grout's shaft, we shall continue it for the purpose of intersecting the different lodes. As far as regards the twenty-five fathom level, it deviates but little from the last report. We have commenced sinking a five fathom; we find some tin, but it is not rich. The nine fathom level, east of Orchard engine-shaft, driving on the north lode, is at present rather poor, but have only driven six feet since our commencement. The sixteen fathom level east, on the south lode, is nearly three feet big, producing some tin, and appears kindly. The twenty-four fathom level east, on the south lode, is very much improved, being about two feet wide, and is good saving work; west, on the same lode, there is a small portion we are raising for work. In the tribute department we have ten pitches working, and, from present appearances, the men are likely to obtain fair wages. On the surface we are doing as little work as possible.

FRANCIS EVANS.

THE FUNDS.

CITY, SATURDAY MORNING.

The transactions in the Public Funds throughout the week have been of a varied character, with a tendency to decline.

The uncertainty and the various rumours as to the course likely to be adopted by the Bank, the idea of an advanced rate of interest, with the continued unsettled state of affairs in the commercial circles, have kept the Market in a state of agitation, and has caused the fluctuations, although not considerable, to be varied, at which prices much business has been done.

Consols, which at the close of last week were done at 90½, have since experienced a decline of 1 per Cent.

Exchequer Bills have fallen from 27 to 19 pm., and India Bonds from 23 to 16; the last prices being, however, rather higher. Bank Stock, which was at 209 last Saturday experienced also a decline, having been done at 204½, but left off at 206½. Consols closed at 89½. Spanish Bonds left off at 25½, and Deferred Stock 12½. Dutch Two-and-a-half per Cents 53½. Russian Bonds 110, and French Five per Cents at 109. Exchange 25 50. Colombian 25½. The Share Market has been very animated, and but little variations have taken place in prices. Some of the Railway Shares are a shade lower.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account 89½; Three-and-a-half per Cents Reduced, 98½; Bank Stock 205½ to 216½; East India 257.9; Exchequer Bills 19 21; East India Bonds 16.18; Dutch Five per Cents, 103½; Portuguese Five per Cents, 47½; Ditto Three per Cents, 30½. Railways: Stephenson's 24½; Great Western 11 12; London and Birmingham 67 70 pm., Southampton 91 84 dis.

TRURO, JAN. 28.—Average standard, 116l. 12s.; average produce, 7; average price, 5l. 8s.; quantity of ore, 2843; quantity of fine copper, 199 tons 4 cwt.; total amount, 15,409l. 14s. 6d.; average standard of last sale, 122l. 5s.; produce, 74.

MEETING OF THE MINING INTEREST.—The meeting of mine owners, adventurers, and others connected with the Duchy of Cornwall, took place at Pearce's Hotel, Truro, on Saturday last, Lord Falmouth in the chair, and was numerously attended. The report of the proceedings with the resolutions did not reach us in time for insertion in the present number, but shall appear next week.

LONDON AND BIRMINGHAM RAILROAD.—On Thursday morning the workmen engaged on the line of works of the London and Birmingham Railroad, near Primrose-hill, Hampstead, completed the tunnel, which, about two years since, was commenced near Chalk Farm Tavern, Camden-town. The tunnel extends a distance of 1500 yards. The following is a correct statement of the dimensions:—Height from the basement to the crown of the arch twenty-five feet; width from side-wall to side-wall twenty-four feet. The interior of the tunnel will be lighted with gas.

MINING IN SOUTH AMERICA.—The miners and mineralogists of Baden, in Germany, are emigrating in great numbers to South America, where they meet with ready and profitable employment. One of them is now director of the mines of Guanaxato. In Russia medical adventurers from Baden meet with great encouragement. *Frankfort Paper.*

WEST OF ENGLAND AND SOUTH WALES DISTRICT BANK.—The second annual meeting of this establishment, which commenced business in Bristol in December, 1834, was held the 20th inst., at the Hall of the Society of Merchants. The meeting was numerously attended, and the report of the affairs of the Company unanimously approved. A dividend of six per cent. was declared for the last half-year, on the paid-up capital of 213,530l., and 7215l. 11s. 9d. carried to the reserve fund. Mr. Guppy, the chairman, who retired by rotation, Mr. Henry Wenman Newman, and Mr. Wm. Done Bushell, were elected directors of the company, to supply the places of the three directors going out by rotation.

KVALE'S PATENT.—The tanning process for preserving timber from dry-rot is, we hear, gaining ground daily. The invention may be ranked amongst the most valuable of modern times; and the saving to the nation, by its adoption in ship-building, will be incalculable. The first architects in England insist upon its insertion in their plans and specifications, and amongst its warmest supporters is Mr. Barry, the successful competitor for building the Houses of Parliament. A tank is erected at our Free Grammar School, and has been in use since the commencement of that beautiful edifice, for immersing all timber whatsoever used for it. The Birmingham Canal Company are availing themselves of the Station at Edington, to tank the timber for the repairs occasioned by the late inundation at the Old Wharf; and the engineers of the London Railway Company order all wooden sleepers, trenails, &c., to be tanked prior to putting down. If all the accounts be true of its power of resistance to wet and damp, we only wonder that any one should build a house of unprepared timber. *Birmingham Advertiser.*

PLATINA.—The existence of platina in the sand of the Rhine has long been suspected, and is now ascertained to be a fact by a German chemist. He found a small portion in the auriferous sandstone of the Worth, near Caudeb. It has also been found mixed with gold near Frankenberg, in the Eder, in the electorate of Hesse.

BRET-MOOR.—According to the experiments of M. Chevalier, every soil and manure containing nitrate of potash is prejudicial to the growth of beet-root, and greatly injures its quality by introducing a salt entirely contrary to its organization. The manufacture of sugar from this substance is now carried on in almost every part of France.

VITREOUS QUARTZ TUBES.—E. L. Irton Esq., of Irton Hall, Cumberland, has found on his estate, in that county, a number of long quartz tubes, of a vitreous appearance, and of about an inch and a half in diameter. He has presented them to the Museum of the Edinburgh University. The mottled appearance of the interior of these tubes, together with their form, and the situation in which they were found, favours the inference, that they were produced by lightning. Several tubes of a similar description were found some time ago at Senner Heath, in Germany, in loose sand.

OPIMUM.—M. Lafage has addressed some further remarks to the French Academy of Sciences, concerning the local effects produced by a preparation of opium introduced under the skin. According to him, these effects, of which he is to give further particulars, are so decided, that by them it is possible to trace the existence of opium in any liquid whatever, however small the proportion.

TOPIAZ.—In the vicinity of Villa Rica in Brazil, the topaz mines are situated in chlorite-slate, which rests on a sandstone of the primitive class. The topaz occurs in regular crystals, or in angular masses, or rests on the mineral called Lithomarge, along with rock crystal.

ST. HILARY MINING COMPANY.

Jan. 21.—*Wheal Leads New Engine Shaft.*—In sinking this shaft for a sixty fathom level, we have completed and squared it down nine feet under the fifty, and are at present preparing for putting in bearers, and fixing a cistern, &c., when we shall be enabled to sink without further interruption till we arrive at the sixty. *Fifty Fathom Levels, East and West.*—The ends in both these levels continue productive. The lode in the fifty east is not quite so large as it has been, but the end is more productive in ore at present than the western end; there are, however, favourable indications of the latter becoming more productive than we have hitherto found it. *Forty Fathom Level East.*—The lode in this end is small at present, and the ground hard; the end, therefore, remains as yet unproductive: we are, however, in expectation of its resuming again a more favourable appearance. *New Western Whim Shaft.*—In sinking this shaft under the forty, on the lode to the fifty, we find the lode productive for ores. Our prospects are encouraging, and our operations altogether in this part of the mine flattering and satisfactory; and it must be evident to every one familiar with mining operations, who have seen my recent communications, that our operations are mainly directed at getting as speedily and as economically as possible the mine in full activity and a productive state of working. We shall sample, on Tuesday, as I intimated, though circumstances were unfavourable to our getting the ores in that forward state of dressing that I could have wished.

C. N. BEATER.

WHIDDEN MINING COMPANY.

Jan. 17.—We have to-day surveyed all the bargains and pitches, which are as follows:—The engine-shaft is now about seven fathoms under the forty-four fathom level, and the lode is large—six inches bigger than when last reported. There are two branches running through it, very rich, but small. The lode is very promising, for a good lode, in depth; the ground about it is much better; it is what a miner would call a very kindly lode, in a good channel of ground for tin. We have cut two lodes in the cross-cut, at the forty-four fathom level, about five feet between them; they have a little tin in them, but not rich enough to save them. The forty-four fathom level east is still hard, but the lode is much better for tin; in the same level west the ground is hard, and the lode small. We have holed the winze, east of the engine-shaft, from the thirty-two fathom level down to the forty-four fathom. Now the air is much better through the bottom of the mine. The eighteen fathom level, east of the engine-shaft, is still hard, and the lode small. We continue sinking Carter's new shaft under the eighteen fathom level; the ground remains hard—the lode is kindly. The men that work in the pitches are promising to do well, and we are pushing every thing to grass as fast as we can. Ruby, in consequence of the water being very quick, the tributaries in the pitches here are not likely to do so well as was reported.

CHARLES WHITE.

WHEAL GILBERT MINING COMPANY.

Wheal Gilbert, Jan. 24.—The new engine-shaft having been completed to the depth of twenty-eight fathoms below the adit level, it will be a great saving to the shareholders to suspend all workings under the adit until such time as a new engine, together with the pit-work, are rendered on the mine. The directors have accordingly resolved on doing so, especially as sufficient tin stuff can be raised at the adit level to keep the present stamping-mill at work; and a further advantage will be gained by allowing time to convert the present drawing-engine into a stamping-mill, against a new engine is erected. The tin lode in the adit level at Presow has improved, and taken a more regular course, being now free from the cross-branches, which for several fathoms had disordered it. Since the last report another tin lode has been discovered in the adit, by driving north; it is of a very promising character, being two feet and a half wide, and producing rich tin. The copper lode, discovered some time since, has been sunk on below the adit. The gozian is about three feet wide, and contains some copper ore. A branch of copper ore has also been discovered, towards the eastern extent of the set, from which ores are now raising. It is the opinion of the agents that the discoveries recently made have much increased the value of the mine. They expect to sell four tons of tin at the next tin ticketing, and about twenty tons of copper ore are ready for sampling.

HENRY GRYLLE.

REDMOOR CONSOLIDATED MINING COMPANY.

Jan. 23.—The lead lode at the forty fathom level, north of Johnson's shaft, is from ten to twelve inches wide, yielding about half a ton of silver lead ore per fathom. South of the shaft, at that level, it is about fifteen inches wide, of a promising description, yielding silver lead ore, but not so good as the north end, as the ore are more corrupted with muddle. The tributaries in the twenty and thirty fathom levels, on this lode, are doing good labour, and we believe earning wages at their respective tributaries. At the engine-shaft we have Trelease's lode at the twenty fathom level, west of the cross-course; it is fifteen to eighteen inches wide, composed of a hard caple, with muddle, peach, and spots of copper ore. On Saturday last we sold a parcel of silver lead ore, computed twenty-four tons, to Messrs. R. and W. Michell, at 12l. 10s. per ton.

W. PETHERICK.

WEST WHEAL JEWEL MINING ASSOCIATION.

Jan. 23.—We have sunk Buckingham's shaft on the perpendicular in the last week six feet, and our intention is to continue it in that direction as far as the deep adit, and there to fix one lift. We have cut the fluecan on Tolcarne's deep adit, and have let down nearly all the water above the deep adit, and in the course of a few days we hope to drain that level completely. We still continue to sink and stope from the winze west of Quarry shaft. It is just the same as stated in our last report, probably worth from 10l. to 12l. per fathom. In the cross-cut, north of the new adit shaft at Roselobby, we have driven about three feet, and we find the ground softer than on our last report. We still find the ground mixed with copper ore and green oxide, and we consider it a very good symptom.

MATTHEW WILLIAMS.

WEST WHEAL BROTHERS MINING COMPANY.

I am happy to inform you the ground in the thirty-three cross-cut is improved; the water has fallen to the bottom of the end, which makes it better for driving. The lode in the Diagonal shaft is large, but not underlying so fast as it did above that level, consequently we shall have a little farther to drive. I have put the two men who tried to sink under the thirty, in the Diagonal shaft, not being able to drive under the thirty in consequence of too much water; therefore we must wait the event of driving the forty, to which I hope the shaft will be down in a few days. There appear to be two branches concentrating near the bottom of Lowe's, which will fall together just where I expect to drive. The lode going east at the thirty is small and poor; still disordered by killas. Going west, at the same level, it is kindly, producing some stones of good ore, but not regular. The tributaries daily break silver ore, sufficient to get wages.

J. CARPENTER.

TRELEIGH CONSOLS MINING COMPANY.

In sinking the engine-shaft the ground is of a beautiful appearance, composed of a light blue killas, much improved since passing through the reefs of the tin lode. At the twenty fathom level the lode in each end is about twelve inches wide, saving work. In the bottom of the ten fathom level, about eight fathom below the twenty end west, we have a good bunch of ore going down, now wrought by tributaries, who are getting good wages; we have drawn fifty kibles of good ore from thence to-day, and I calculate on having a similar, if not a better lode in driving the bottom level west. In the ten fathom level east, the lode is looking well, twelve inches wide, good saving work. At Williams's the lode is changing its underlay, and the appearances much improved, but the ground hard for sinking. At Wheal Shanger the lodes are gradually improving in each end, and as we get off the disordered ground, we may reasonably expect more ore in these levels, the ground in the shaft is getting settled in sinking towards the twenty fathom level, where I hope to prove the lodes more productive. At Wheal Christie, the ends are resuming their former appearance, and the lode getting up to its full size. We are doing every thing to bring the mine to a profitable state of working, which I have no doubt of doing by care and perseverance. We have in the tin branch some good stones of work, but nothing worth great expense, and unless an improvement soon takes place in driving, I shall stop proceedings on it. I am convinced it is a part of the old Maria copper lode, and will fall in again in depth and improve the lode. The tributaries on the north lode continue to work with spirit, and no doubt are getting wages; I never saw the mine generally so well deserving your attention.

W. SINCOCK.

UNITED HILLS MINING COMPANY.

Jan. 24.—*Twenty-five Fathom Level.*—In the eastern end of this level the lode is three feet wide, producing a little ore of a low quality. In the western end the lode is eighteen inches wide, very good for ore. *Adit Level.*—The lode in the east end of this level, from Diagonal shaft, is two and a half feet wide, with stones of ore. In the western end the lode is six feet wide, with ore throughout of a low quality. *East of James's cross-cut,* the lode is six feet wide, poor. In the western end the lode is four feet wide, two feet of which is producing ore of a fair quality. *Ten Fathom Level.*—In the western end of this level the lode is about two feet wide, producing but very little ore. In the eastern end the lode is three feet wide, producing a good ore. The pitches at this level continue to produce a fair quantity of ore. *Twenty fathom level.*—The lode in the western end of this level is six feet wide, good for ore. In the eastern end the lode is three feet wide, producing a good ore. The pitches at this level continue to produce a fair quantity of ore, but rather coarse in quality. *Twenty-seven Fathom Level.*—At this level the lode is two feet wide, with some good ore. *Thirty Fathom Level.*—The lode at this level continues from five to six feet wide, producing ore of a fair quality. *Thirty-six Fathom Level.*—In the eastern end of this level we have seen very little, or no alteration, in the appearance of the lode for several fathoms driven. In the western end the lode is about two feet wide, producing but little ore. The ground in the cross-cut continues much the same for driving.

C. PENROSE.

POLBREEN MINING COMPANY.

Jan. 21.—My report of this week differs only in two or three points from that which I wrote you on the 14th inst. In sloping the piece of ground to the west of the Flat-rods shaft, at the back of the twelve fathom level, we have discovered (this week) a valuable lode, we consider worth, from present appearances, 40l. per fathom; the price we give is 4l. The tributaries at Thomas's have also improved their pitch. On Wednesday last we sold a small parcel of tin, at Calenick smelting-house, from Wheal Harriet, amounting to 67l. 4s. 4d.

RICHARD ROWE.

ROYAL POLBREEN CONSOLS.

Jan. 11.—I am just returned from underground in these mines, and beg to inform you that the pitmen and sumpmen are getting on very well in fixing the new flat-rods, bobs, &c., from the engine-shaft to Alder's shaft. I think they will be in full operation on or before the end of the present month for draining the water to clear Alder's shaft to the bottom. I have requested Captain Bennetts to let one of the underground captains attend, and be underground so much as possible with the men, to expedite the work. I am well aware by so doing it will save much time in getting the erections completed. The tributaries were clearing the bottom of the thirty fathom level when I was there, on the great south lode, which gave me an opportunity of seeing more of the bottom of that level than I had before seen. I was much pleased to see so fine a course of tin going down, and the ground so soft that I could, and did, break it up with a shovel, very rich indeed. There are many other places in the mine looking well, and holding out very flattering prospects of future success, but none equal at present to the course of tin going down in the bottom of the thirty fathom level. I must beg, whenever you are at the mine, to push the captains about the draining and clearing of Alder's shaft: I believe Captain Bennetts will do his best. You will find that part to be your main object and support for some time; and in my opinion it will prove to be the first spot that will relieve you from calling on your treasurer for assistance. It is my real opinion, by prosecuting the mine with spirit and economy, it will do well, and the shareholders be amply rewarded for all their outlay. I would advise you not to listen or pay any attention to any new plans or alterations that might be suggested by other agents, but pursue the course now laid down, to get at the object. I will inspect the mine once a week, and lend every assistance in my power for the welfare of the same.

W. MARTIN.

Jan. 18.—I have nothing new to mention since my last, except that we have an increase of seven tributaries, and others are expected here to-morrow. We are getting on with the work before us progressively, and the men throughout are working with spirit, generally speaking. I have no doubt of seeing the rods at work on or before the specified period, as noticed in former reports.

JOHN BENNETTS.

NORTH CORNWALL MINING ASSOCIATION.

Jan. 21.—*Wheal Hope.*—On Wednesday next we intend to commence cutting flat at the bottom of our engine-shaft; shortly afterwards to commence driving east and west on a lode that has held out very promising appearances during our sinking the last five or six fathoms in the engine-shaft; and from indications at the level above, and also from the bunches of lead gone down in the bottom of the sixty-five fathom level, it is but fair to calculate on meeting with a good lode. The sixty-five fathom level end is looking very kindly; broke lode last night, and met with very good stones of ore—lode from fifteen to eighteen inches wide; a pitch in the back of this level is looking very favourable indeed, and I consider that the tributaries will raise therefrom, this month, six tons of lead; the work they are raising is very rich, and from this pitch some good results may be anticipated. The fifty-eight fathom level end is driving east, on a large lode, but the lode is not rich. From the pitches in the levels above we are not at present raising much lead. *Wheal Thomas.*—In the twenty-five fathom level west the lode is not looking so well. In the east end, same level, lode producing little lead, but ground now hard. The seventeen fathom level west, lode very promising. Cross-cut, at the same level, not yet met with the lode. In the eight fathom level west, the lode small, with a small quantity of lead. The water-wheel in this mine keeps out the water very well; and it may be fairly expected that in the course of six or eight weeks we shall be raising an increased quantity of lead.—P.S. We have just sold ten tons, of Wheal Hope, at 17l. 2s. 6d., three tons, of Wheal Thomas, at 18l. 8s. 6d.—Together, thirteen tons.

JAMES STEPHENS, Sen.

IRISH MINING OPERATIONS.

[Continued from No. 71.]

The want of forethought, and careless habits of the miners of this country frequently occasion serious accidents in blasting, &c., and it is remarkable that an accident scarcely ever occurs, which is not attributable to want of proper precaution on their parts; the use of the safety fuse* has been introduced into our mines, but as yet it is not generally used by the miners, as it is not an easy matter to get them to throw aside all at once their old customs, and to act with greater caution in their underground employments; an improvement in their habits is, however, daily taking place, and the various casualties which have occurred, are beginning to convince them of the necessity of greater care and steadiness of conduct.

This want of forethought and recklessness of character is in most cases in our mines the cause of great want of comfort, order, and cleanliness in the dwellings of the miners, there being very seldom any difference in the mode of living between those who are making large, and those who make small wages; but it is to be hoped as the business of mining becomes more known, and the persons employed longer accustomed to receive regular payments for their labour—a circumstance which it is to be regretted has occurred to few of them for any large portion of their lives, and which, in a great measure, goes far to extenuate the above imperfections in their character—they will know their own interest better, and by properly appreciating the great advantages of good employment, they will in a great degree encourage mine proprietors to lay out capital in exploring and setting to work the numerous mineral deposits of their country. It is, however, due to the Irish miners to state, that while at work they cannot be excused for activity, willingness, and capability of enduring fatigue, together with a readiness to submit to exposure to danger; and their quickness of apprehension is such, that they very soon understand the nature of any improvement in their manner of working they have pointed out to them, but up to the present time, their want of steadiness causes the agents who are placed over them to have a great deal more trouble than is felt in the English mines, inasmuch, that it is frequently necessary to superintend many operations personally.

The mines of Ireland up to the present period labour under considerable disadvantages from the high prices they have to pay for materials, and being obliged to send to England for castings, of any size, and all their engines. It is a wonder that no spirited individuals in this country for the supply of mine materials, the consumption of which is now very considerable; however, perhaps this disadvantage is amply compensated by the superabundance of labourers, and the moderate wages for which they will work. It may not here be improper to remark, that, in those parts of Ireland, where, as in the mines, numbers are employed, there appears to be a nearly total absence of party spirit, and where the work-people are treated with kindness and strict justice, I believe there is no political feeling whatever.

The drainage of the Irish mines has hitherto been a great source of difficulty and expense to adventurers, and in tracing the history of most mines worked under adit, we find that they have formerly frequently been abandoned, owing to the expensive mode then used for keeping out the water, rendering them unprofitable. It would be endless to enumerate all the difficulties, delays, and vexations, which have been gone through of late years, in getting out of the old plans of working, in the cutting down of shafts, widening and straightening of levels, draining and clearing up old workings, keeping out water while changing pitwork, recovering and securing shafts and levels which have been crushed in; the execution of which frequently bordered upon impossibility; then the want of records, maps, and information of the state and prospect of ore in mines a long time idle, have hitherto added very much to these difficulties, and tended materially to increase the risk of unprofitable results to the parties embarking capital in Irish mines. The science of mining is now becoming so well understood, that where mines are set at work for the purpose of making money of the produce raised, and not for the purpose of trafficking in shares, &c., or a monopoly in the supplies of materials, and where there is integrity and honourable conduct among the parties, there are generally well-founded expectations of gain, provided the mines selected for working possess a favourable appearance and character; and it appears now to be a well established fact, that a much greater number of mines have failed of success owing to bad and imperfect management, than to their real want of value, this is sufficiently proved in Ireland by the circumstance of the Allihies, Ballymurgah, Cronbane, and Knockmahon mines, now most valuable concerns, having during the last fifty years frequently possessed very doubtful characters.

* Prepared by Messrs. Beckford, Smith, and Davey, of Camborne, Cornwall.

Ed. M. J.

THE IRON TRADE.—Nine more furnaces in Staffordshire and Shropshire are blown out this week; which, with what has been previously extinguished, will deduct from the weekly manufacture of the kingdom 5000 tons.—*Birmingham Advertiser.*

MARBLE.—A fine marble quarry has just been opened at Prault, in the department of the Indre. The marble there found is yellow, streaked with grey, and interspersed with black stars.—*Athenaeum.*

BLACK TIN

RAISED AND SOLD IN CORNWALL, BY TICKET, IN 1836.

Date.	Where sold.	Tons.	Price per ton.	Amount.
January 5...	Treloweth	167	59 2 6	9872 5 6
" 12...	Penzance	40	60 12 6	2434 14 6
" 19...	Redruth	138	59 9 3	8235 3 9
February 2...	Treloweth	124	59 6 3	7396 14 9
" 9...	Helston	71	60 19 3	4328 8 3
" 16...	Redruth	163	58 18 6	9649 12 6
March 1...	Treloweth	114	60 1 3	6877 3 9
" 8...	Helston	69	65 0 2	4471 2 5
" 15...	Redruth	142	62 16 6	8965 10 6
April 5...	Treloweth	161	63 8 6	10249 15 7
" 12...	Helston	90	67 8 10	6069 19 2
" 19...	Redruth	145	64 11 8	9364 17 2
May 3...	Treloweth	122	67 9 0	8299 5 0
" 10...	Helston	51	72 16 6	3732 9 6
" 17...	Redruth	179	68 13 9	12312 16 0
June 7...	Treloweth	140	71 6 8	9987 3 9
" 14...	Helston	119	75 8 3	9033 18 3
" 21...	Redruth	168	71 18 10	12104 19 11
July 5...	Treloweth	123	76 15 7	9429 10 9
" 12...	Helston	77	80 13 0	6210 7 6
" 19...	Redruth	172	76 16 7	13275 18 8
August 2...	Treloweth	96	76 19 6	7394 12 6
" 9...	Helston	49	79 7 0	3928 0 0
" 16...	Redruth	180	72 11 8	13083 16 9
September 6...	Treloweth	92	71 7 6	6620 3 1
" 13...	Helston	100	72 9 1	7245 10 7
" 20...	Redruth	198	65 13 4	13002 2 5
October 4...	Treloweth	114	65 5 5	7473 10 0
" 11...	Helston	101	61 3 6	6179 3 9
" 18...	Redruth	149	55 7 10	8295 16 1
November 1...	Treloweth	14	55 16 3	781 7 6
" 15...	Redruth	71	61 3 9	3672 17 6
December 6...	Treloweth	95	48 19 9	4633 17 6
" 13...	Treloweth	83	51 14 1	4317 10 0
" 20...	Redruth	160	51 18 10	8337 2 5
Total tons.....		4088		£267,365 7 1

To which may be added, the quantity sold by private contract, and also the quantity smelted by Wheal Vor Adventurers, which, together, is about one-half of the above, or one-third of the whole produce of the county—making the quantity 6132 tons; and taking the average price of what is sold by ticket for that which is sold private, will make the total amount £401,048 0s. 7d.

Purchasers.	Tons.	Amount.
Daubuz and Co.	1070	£68,325 3 5
Grenfell and Boase	927	61,633 0 7
Batten and Son	683	45,434 17 11
Bolthos, Carne, Cornish, and Michell	1371	89,555 15 2
Devon Tin Smelting Co.....	36	2,416 10 3
Total tons.....	4088	£267,365 7 1

* Next week we shall give the quantity raised at each mine, the average price per ton, and the total amount.

STEAM-ENGINES STAMPING ORES,

IN DECEMBER, 1836.

IN DECEMBER, 1936.						
MINE.	Diameter of the Cylinder.	No. of Heads.	Consumption of coal in bushels.	No. every 24 hrs. in stroke.	Pounds lifted 1 foot high by consuming a bushel of coal.	Engineers' Names.
Ballaswidden	24 in. d.	35	1008	24	17,844,686	14.9
Charlestown U.	32 in. s.	78	286	5	34,474,020	8.5
Wheal Kitty ..	32 in. s.	46	816	8	36,974,198	7.18
Wheal Vor. . .	24 in. s.	34	816	24	17,475,976	7.18
Ditto . . .	27 in. d.	36	1133	24	16,544,559	14.3
Ditto . . .	16 1/2 in. d.	24	1015	2	10,238,439	18.16
Ditto . . .	20 in. d.	24	—	2.9	—	13.76

Average height which every head lifts in nine inches—9.

STEAM-ENGINES DRAWING ORES,

IN DECEMBER, 1836.

IN DECEMBER, 1836.						
MINES	Engins.	Consumption of coal in 100 fms.	Aver. No. of shafts sinking daily, of a shaft high by consuming 100 fms. in pounds.	Foundry down 1 foot in pounds.	Engineers' Names	
East Crinnis....	Rundle's....	248	2092.54	750	3,796,947	J. Sims.
Ditto.....	Gill's.....	96	642.56	739	2,644,369	ditto.
Pembroke....	Edgcombe's ..	194	1126.13	969	3,249,769	ditto.
	Taylor's.....	314	11287.9	634	13,674,595	
	Davey's.....	353	11627.45	657	12,954,534	
	Pearce's.....	152	6658.59	694	17,363,820	
Consolidated Mines.....	Elvee's.....	297	3279.91	687	7,327,875	
	Deeble's.....	265	5726.69	732	9,400,480	Hocking
	Woolfs'.....	364	7391.72	571	6,900,679	and Loan.
	Bawden's.....	—	—	743	—	
	Shears'.....	—	—	657	—	
United Mines	Poldorey.....	251	7453.8	629	11,047,066	
Ditto.....	Hocking's.....	223	6991.9	713	13,413,161	
Charlestown U.M.		200	4789.04	1120	16,087,814	J. Sims.

CHRISTMAS COINAGE, 1836.

SECOND PART.

DEVON.	Crown.	Shilling.	Penny.	Halfpenny.	Farthing.	Total.
MORWELLHAN....	Crowndale	Devon Smelting Co.....	70	—	—	70
CALSTOCK.....	Calstock	Devon Smelting Co.....	51	—	—	51
ST. AUSTELL.....	Blowing House	Daubuz and Co.....	—	—	—	—
TRURO.....	Calenick	Taylor and Co.....	53	212	339	—
HELESTON.....	Trethellan	Grenfell and Boase	10	65	242	—
HAYLE.....	Carvedras	Daubuz and Co.....	51	356	407	—
HELESTON.....	Blowing House	Daubuz and Co.....	—	—	—	—
HELESTON.....	Charlestown	Taylor and Co.....	—	—	—	—
HELESTON.....	Huel Vor Adventurers	—	138	138	—	—
HELESTON.....	Trellisick	Grenfell and Boase	154	154	—	—
HELESTON.....	Angarrack	Boltho	186	202	—	—
HELESTON.....	Chyandour	Cornish	60	60	—	—
HELESTON.....	Treloweth	Daubuz and Co.....	60	60	—	—
HELESTON.....	Treloweth	Batten	157	157	—	—
HELESTON.....	Treloweth	Batten	578	578	—	—
HELESTON.....	Treloweth	Daubuz and Co.....	217	217	—	—
HELESTON.....	Chyandour	Cornish	192	238	—	—
HELESTON.....	Trellisick	Grenfell and Boase	96	—	—	—
HELESTON.....	Angarrack	Boltho	181	—	—	—

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 5 per Cent.	208	207 1/2	206 1/2	204 1/2	203 1/2	202 1/2	201 1/2
3 per Cent. Red. Ann.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
3 per Cent. Consols	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
3 per Cent. Red. Ann.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
New 3 1/2 per Cent. Consols	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
New 5 per Cent.	160	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4
Long Ann.	160	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4
Ann. for 30 Years	160	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4
Ditto	160	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4
Omnia	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2
India Stock, 10 1/2 per Cent.	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2
South Sea Stock, 3 per Cent.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Ditto Old Ann. 3 per Cent.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Ditto New Ann. 3 per Cent.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
3 per Cent. Ann.	170 1/2	170 1/2	170 1/2	170 1/2	170 1/2	170 1/2	170 1/2
India Bonds, 4 per Cent.	21 23 p	22 19 p	19 20 p	17 16	16 18	16 19	16 19
Exchequer Bills, 2 1/2	1000	25 24	26 23	25 20	20 23	23 19	23 19
Ditto	1000	25 24	26 23	25 20	20 23	23 19	23 19
Ditto	1000	25 24	26 23	25 20	20 23	23 19	23 19
3 per Cent. Cons. for 23 Feb.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
India Stock for Op. 23 Feb.	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2

FOREIGN STOCKS.

	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	102	102	102	102	102	102	102
Belgian, 5 per Cent.	102	102	102	102	102	102	102
Buenos Ayres, 5 per Cent.	102	102	102	102	102	102	102
Chilian, 5 per Cent.	102	102	102	102	102	102	102
Colombian, 5 per Cent.	102	102	102	102	102	102	102
Ditto, 1824, ditto	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4
Danish, 5 per Cent.	102	102	102	102	102	102	102
Dutch, 2 1/2 per Cent.	102	102	102	102	102	102	102
French, 5 per Cent.	102	102	102	102	102	102	102
Ditto, 1825, 5 per Cent.	102	102	102	102	102	102	102
Mexican, 5 per Cent.	102	102	102	102	102	102	102
Ditto, deferred do.	102	102	102	102	102	102	102
Ditto, 1825, 5 per Cent.	102	102	102	102	102	102	102
Neapolitan, 5 per Cent.	102	102	102	102	102	102	102
Peruvian, 5 per Cent.	102	102	102	102	102	102	102
Portuguese, 5 per Cent.	102	102	102	102	102	102	102
Ditto, New 5 per Cent.	102	102	102	102	102	102	102
Ditto, 3 per Cent.	102	102	102	102	102	102	102
Russian, 4 per Cent.	102	102	102	102	102	102	102
Russian, 1825, 5 per Cent.	102	102	102	102	102	102	102
Spanish, 5 per Cent. Consols	102	102	102	102	102	102	102
Ditto, passive	102	102	102	102	102	102	102
Ditto, deferred	102	102	102	102	102	102	102
Dutch, 2 1/2 per Cent.	102	102	102	102	102	102	102
Ditto, 5 per Cent.	102	102	102	102	102	102	102

FRENCH FUNDS.

	Jan. 19.	Jan. 21.	Jan. 23.	Jan. 25.	Jan. 27.	Jan. 29.	Jan. 31.
5 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
10 per Cent. Ann.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
4 1/2 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
4 per Cent. Ann.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Exchange	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Bank Shares	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2

IRISH FUNDS.

	Jan. 19.	Jan. 21.	Jan. 23.	Jan. 25.	Jan. 27.	Jan. 29.	Jan. 31.
Bank Stock	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Government Debentures 3 1/2 per Cent.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Ditto Stock	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Ditto New	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Ditto ditto, reduced	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Consols	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
City Debentures	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Exchequer Bills	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2

AMERICAN FUNDS.

	London	America	London	America
New York 6 1837	101	101	101	101
1845	101	101	101	101
5 1837	101	101	101	101
1845	101	101	101	101
Pennsylvania 1837, 40, 41	101	101	101	101
1845	101	101	101	101
1853	101	101	101	101
1856	101	101	101	101
1858	101	101	101	101
1860	101	101	101	101
1862	101	101	101	101
1865	101	101	101	101
1867	101	101	101	101
1868	101	101	101	101
Ohio 6 1850	101	101	101	101

COURSE OF EXCHANGE.

	Price	Price	Price	Price
Amsterdam	12 1/2	12 1/2	12 1/2	12 1/2
Ditto at Sight	12 1/2	12 1/2	12 1/2	12 1/2
Rotterdam	12 1/2	12 1/2	12 1/2	12 1/2
Antwerp	12 1/2	12 1/2	12 1/2	12 1/2
Hamburg	12 1/2	12 1/2	12 1/2	12 1/2
Altona	12 1/2	12 1/2	12 1/2	12 1/2
Paris, 3 days' sight	12 1/2	12 1/2	12 1/2	12 1/2
Ditto	12 1/2	12 1/2	12 1/2	12 1/2
Frankfurt on Main	12 1/2	12 1/2	12 1/2	12 1/2
Petersburg p. ruble	12 1/2	12 1/2	12 1/2	12 1/2
Berlin	12 1/2	12 1/2	12 1/2	12 1/2
Vienna	12 1/2	12 1/2	12 1/2	12 1/2
Trieste	12 1/2	12 1/2	12 1/2	12 1/2
Madrid	12 1/2	12 1/2	12 1/2	12 1/2
Cadiz	12 1/2	12 1/2	12 1/2	12 1/2
Bilbao	12 1/2	12 1/2	12 1/2	12 1/2
Barcelona	12 1/2	12 1/2	12 1/2	12 1/2

PRICES OF METALS.

	Price	Price	Price	Price
COPPER, Brit.—Cable	105 0 0	105 0 0	105 0 0	105 0 0
Sheets	103 0 0	103 0 0	103 0 0	103 0 0
Bottoms	101 0 0	101 0 0	101 0 0	101 0 0
Foreign—S. Am. (dy. 37s)	4 15 0	4 15 0	4 15 0	4 15 0
TIN, Brit.—Blocks	4 15 0	4 15 0	4 15 0	4 15 0
Bars	4 15 0	4 15 0	4 15 0	4 15 0
Plates, common	1 17 0 2	1 17 0 2	1 17 0 2	1 17 0 2
to best, per box	2 3 0 2	2 3 0 2	2 3 0 2	2 3 0 2
Wasters of the above	3s. less, all others 6s. less.	3s. less, all others 6s. less.	3s. less, all others 6s. less.	3s. less, all others 6s. less.
Foreign—(Banca, dy. 4 10 0)	4 10 0	4 10 0	4 10 0	4 10 0
per cwt. Strals., dy. 4 0 0	4 0 0	4 0 0	4 0 0	4 0 0
per cwt. Bar., dy. 4 0 0	4 0 0	4 0 0	4 0 0	4 0 0
LEAD, Brit.—Pig	10 24 0	10 24 0	10 24 0	10 24 0
Sheet	10 24 0	10 24 0	10 24 0	10 24 0
Shot	10 24 0	10 24 0	10 24 0	10 24 0
Red	10 24 0	10 24 0	10 24 0	10 24 0
White (dry)	10 24 0	10 24 0	10 24 0	10 24 0
Do. (gd. in oil)	10 24 0	10 24 0	10 24 0	10 24 0
Litharge	10 24 0	10 24 0	10 24 0	10 24 0
Foreign—Spain (dy. 40s. per ton)	23 10 0	23 10 0	23 10 0	23 10 0

TIDE TABLE.

	Satur.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Morning	5 30	6 31	7 9	8 0	9 16	10 49	11 30
Afternoon	0 13	6 50	7 32	8 34	10 2	11 32	0 10

METEOROLOGICAL JOURNAL, 1837.

	January	February	March	April	May	June	July	August	September	October	November	December
Thurs. 19	30 to 39	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80	29.89 to 29.80
Friday, 20	30 to 37	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64	29.71 to 29.64
Saturday, 21	30 to 33	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54	29.59 to 29.54
Winds S. and S. E.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.	Cloudy, with frequent showers of rain.
Edmonton.												

CHARLES HENRY ADAMS.

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount paid.	Amount unpaid.	Dividend.	Interest.	Profit.	Loss.
8,000	Albion Copper	5	34	16	15	16	3
4,000	Bisbee Bridge	5	4	1	1	15	14
8,000	Blancanov	50	20	..	..	30	..
5,000	Boringdon Park	20	14	..	..	14	..
8,000	British Tin	24	14	..	..	12	..
20,000	British Iron	50	50	41	40	40	..
6,000	British Copper	5	4	13	14	14	..
500	Carn Grey	10	7	..	..	1	2
100	Coppy Bottom	15	280	270	280	..	..
6,000	Cornwall Great United	5	5	4	4	4	4
4,000	Cornwall United	10	14	34	3	3	34
10,000	East Cornwall Silver	5	2	..	..	1	1
2,000	East Cornwall Tin, &c.	6	6	..	..	1	1
5,000	East Wheel Brothers	20	4	..	..	..	..
2,500	East Wheel Strawberry	10	43	24	22	24	..
200	East Wheel Kitty	..	..	8	6	6	8
4,000	English	22	124	20	20	20	20
10,000	Hibernian	50	104	2	12	12	2
6,000	Hayle Consols	..	3	24	2	..	..
1,000	Holmbush	100	..	14	11	..	14
2,000	Killevorris	5	2	..	..	14	..
2,000	Kerrow	5	2	..	..	14	..
5,000	Dartmoor Consols	5	5	3	24	24	3
20,000	Mining Co. of Ireland	25	7	6	6	..	..
4,000	New South Hoe	5	14	..	..	4	4
4,000	North Consolidated	16	11	3	24	24	..
8,000	North Cornwall	..	12	..	..	14	..
1,000	Old Moor	5	3	..	..	14	..
3,000	Perran Consols	5	24	2	..	14	2
6,000	Pollbarn Consols	10	6	..	..	6	7
5,000	Polbren	5	3	7	6	6	7
5,000	Redmoor Consolidated	5	34	24	24	24	..
0,000	Rhymney Iron	50	20	14	14	14	..
0,000	Redruth United	10	3	..	7	3	..
0,000	Roche Rock	3	14	2	..	4	..
0,000	Royal Irish	..	22	21	21	21	22
5,000	South Wheel Leisure	5	2	12	14	4	..
8,000	St. Hilary	24	1	1	..	..	..
5,000	Tavistock	5	2	..	..	14	2
5,000	Tregergarth	6	..	..	..	14	..
5,000	Treleick	5	24	2	12	12	2
6,000	Tamar Consols	5	3	24	14	14	..
6,000	Tamara Consols	5	3	24	14	14	..
6,000	Tin Croft	10	6	6	6	6	3
4,000	United Hills	5	5	11	10	10	11
2,000	Wendron	8	8	6	5	6	6
3,200	West Cork	50	50	..	..	10	15
5,000	Wheel Brothers	20	..	12	12	2	2
9,000	West Wheel Brothers	5	2	16	15	15	16
5,000	W. H. Warr. & Montague	5	6	43	43	43	..
2,000	Wicklow	5	2	14	14	14	..
6,000	Wicklow Copper	5	5	10	9	9	10
6,000	West Wheel Jewel	5	24	13	14	14	..
5,000	Wheel Gilbert	3	14	14	14	14	..
800	Wherry Mine	15	5	5	44	44	..
5,000	Wheel Morgan	5	2	2	13	12	..